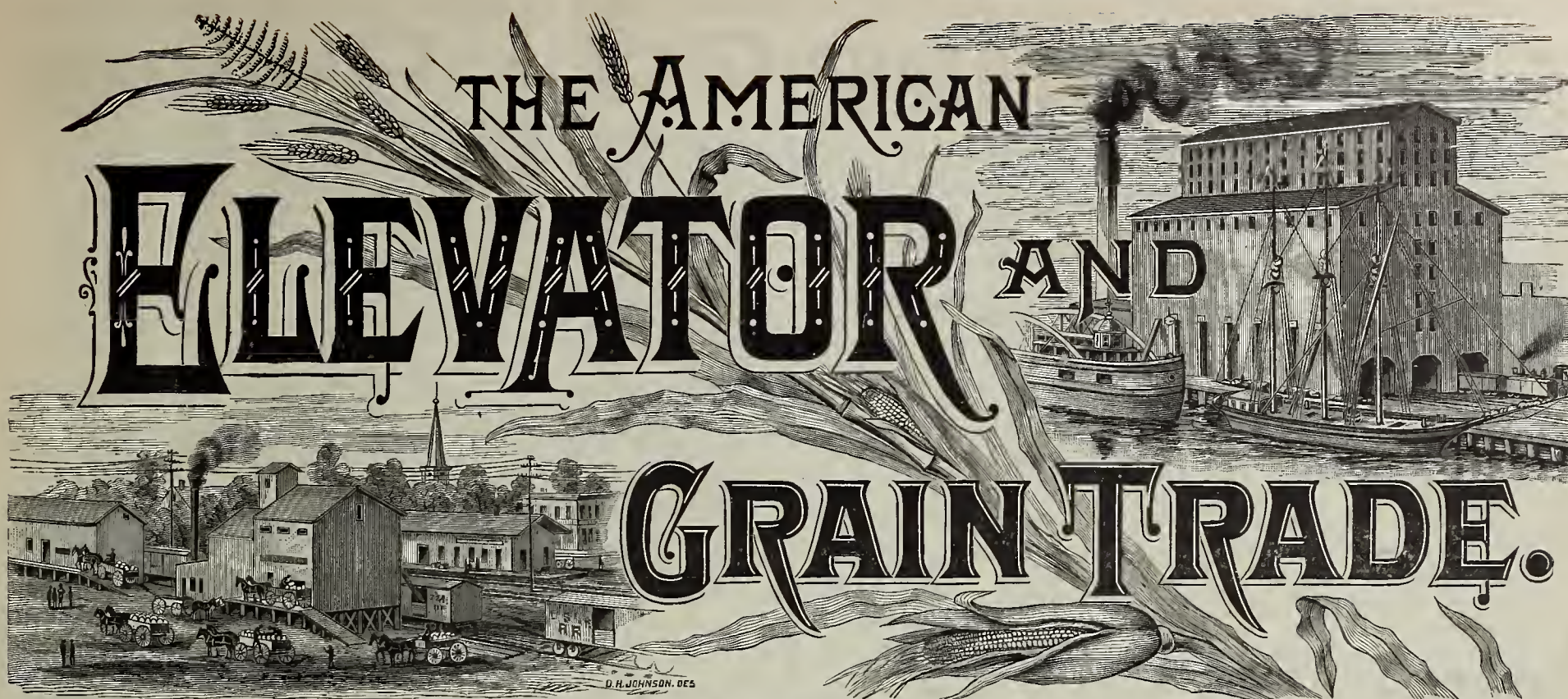


Historic, Archive Document

Do not assume content reflects current scientific knowledge, policies, or practices.



Entered at the Post Office at Chicago, Ill., for transmission through the mails at second-class rates.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XV.

CHICAGO, ILLINOIS, JUNE 15, 1897.

No. 12.

{ ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.

Excelsior Grain-Cleaning Machinery

CONSISTING OF THE

EXCELSIOR Dustless Warehouse and Elevator Separator,
EXCELSIOR Oat Clipper, EXCELSIOR Separator and Grader,
EXCELSIOR "Combined Grain Machine."

ALSO

PEASE DUSTLESS SEPARATORS and WAREHOUSE FANNING MILLS,
POWER CAR PULLERS, GASOLINE ENGINES, STEAM ENGINES, HORSE POWERS
POWER TRANSMISSION MACHINERY,
GENERAL MILL AND ELEVATOR SUPPLIES.

E. H. PEASE MFG. CO., RACINE, WISCONSIN.

ADDRESS

Headquarters for
SHAFTING, HANGERS, PULLEYS,
GEARS, SPROCKET WHEELS,
"Sweep" and "Tread" Horse Powers,
Elevator "Boots," "Heads," "Buckets,"
FEED GRINDERS,
Special Flax Mills; Single, Double and
Quadruple Flax Reels.
..... BELTING
"Platform," "Hopper" and "Dump"
Scales, Flexible Loading Spouts.
Corn Shellers, all kinds of FITTINGS,
SUPPLIES and MACHINERY for
Elevators and Mills.
Elevator Equipments a Specialty.

GALDWELL
CONVEYOR
HORSE POWERS
WIRE ROPE
BELT TIGHTENERS

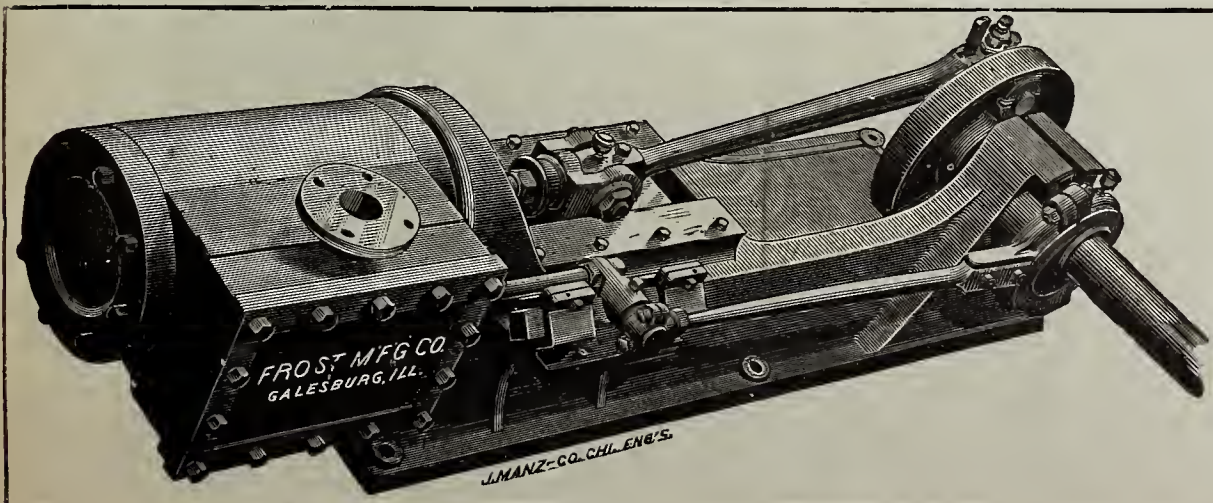
MILL AND ELEVATOR MACHINERY
ELEVATOR BOOTS
ELEVATOR BUCKETS
ELEVATOR BOLTS
BELTING AND ROPE TRANSMISSION
SHEAVE WHEELS
SHAFTING, HANGERS
SPROCKET WHEELS



SEND FOR CATALOGUE

THORNBURGH-
CREEL CO.,

245-247 S. Jefferson St.,
CHICAGO, ILL.



FOR PRICES AND DISCOUNTS

— ON —

**Elevator Machinery
AND SUPPLIES**

— OF —

EVERY DESCRIPTION,

ADDRESS EITHER STEAM OR HORSE-POWER,

**The FROST MFG. CO.,
GALESBURG, ILL.**

THE PAINE-ELLIS GRAIN DRIER

Several Patents Pending. \$50 Reward for First Notice of Infringement.

NOTE THESE RESULTS:

No grade corn containing .07½ per ct. excess dampness dried and ventilated in 55 minutes. | No grade wheat containing .07½ per ct. excess dampness dried and ventilated in 60 minutes.

A GRAIN DRIER THAT WILL DRY.

OUR apparatus consists of a drying box or bin with alternate grain and air spaces arranged perpendicularly, and a steam coil and fan for driving hot and then cold air through the grain. Must and other odors are almost entirely eliminated by this process. The drier as well as the fan and steam coil are self-contained so that the entire apparatus can easily be set up and connected with a steam plant. We are prepared to furnish driers of 50, 100 and 200 bushels' capacity, and as they can, as a rule, be filled and emptied hourly, their capacity ranges from 1,200 to 4,800 bushels of dry grain in twenty-four hours. Larger driers will be constructed when required. The steam power required is about ten horse to every hundred bushels' capacity.

We will sell the apparatus at the cost of construction and charge a royalty for its operation; or will retain ownership and charge an increased royalty.

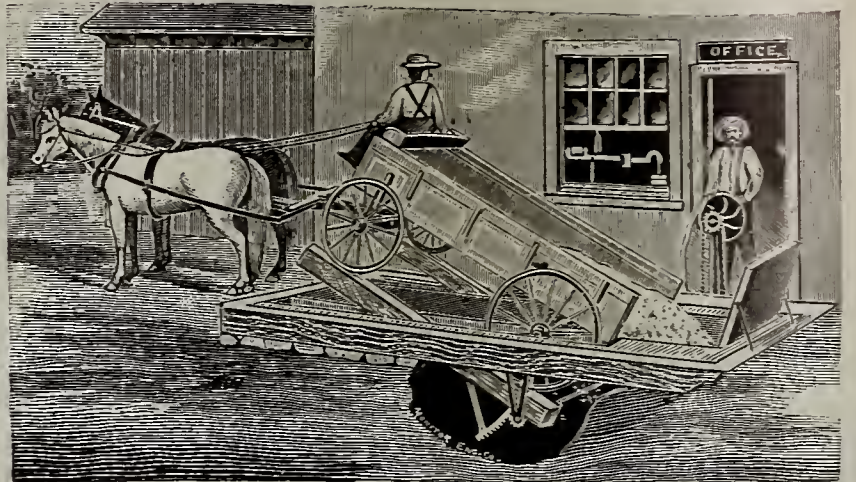
Every country elevator should be equipped with one of these driers so that grain may be sent to market in safe and salable condition.

For terms and further information write

PAINE-ELLIS GRAIN DRIER COMPANY,

28 Chamber of Commerce, Milwaukee, Wis.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

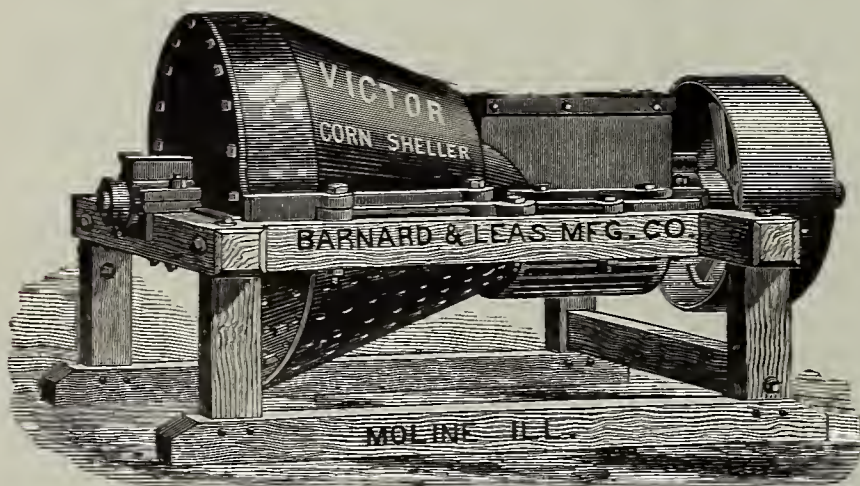
Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

CORN, CORN, CORN.



Barnard's New Horizontal Adjustable Warehouse Scourer

IS THE BEST SCOURER IN USE.

Of Large Capacity. It is also the Best Oat Clipper in Use.

Write for further information to

BARNARD & LEAS MFG. CO., MOLINE, ILL.

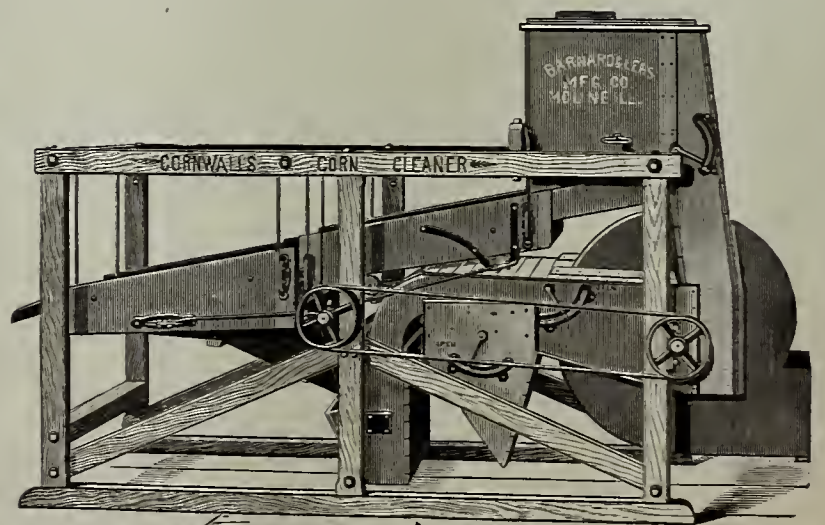
The best outfit for shelling it is the

VICTOR SHELLER,

And the best cleaner the

CORNWALL CORN CLEANER.

We guarantee them to clean the corn for market cleaner than any other outfit on earth.





Are You in Position to Handle Successfully the Crop of 1897?



If you contemplate any changes in your cleaning machinery don't fail to get prices and cuts of our improved

EUREKA ELEVATOR AND WAREHOUSE SEPARATORS

And Improved

EUREKA OAT CLIPPER.

We have made several important changes in these machines and say without fear of contradiction we have the best Grain Separators, best Oat Clippers, on the market to-day. These facts we can convince the most skeptical by simply writing us, stating what machines are required.

MORE EUREKA SEPARATORS AND EUREKA OAT CLIPPERS IN USE THAN ALL OTHERS COMBINED.

Thousands of references if required. If you want the best write.

THE S. HOWES COMPANY,

Successors to Howes, Babcock & Co., Howes, Babcock & Ewell Howes & Ewell, S. Howes.



"Eureka Works," SILVER CREEK, N. Y.



64 MARK LANE, LONDON, ENGLAND.



J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.
SEND FOR CIRCULAR AND PRICE LIST.

Address

J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT, MICH.

The Grainman's Actuary.

Showing at a glance the cost of from 1 to 50,000 bushels at any price from 1-8 of a cent to \$1.00 a bushel. Prices run through the books in an indexed form; can find any price and amount quickly. It also shows at a glance the cost of fractional parts of bushels at the following prices:

**WHEAT FROM 40c TO \$1.00 PER BUSHEL.
EAR CORN FROM 10c TO 50c PER BUSHEL.**

**SHELLED CORN FROM 10c TO 50c PER BUSHEL.
OATS FROM 10c TO 40c PER BUSHEL.**

IT IS THE MOST COMPLETE, ACCURATE AND CONVENIENT BOOK EVER ISSUED.
ITS USE WILL SAVE TIME AND LABOR AND INSURE ACCURACY.

BALTIMORE, April 26, 1897.

Mr. HENRY NOBBE, Farmersville, Ill.:

DEAR SIR:—Your esteemed favor of the 23rd to hand and noted. Accept thanks for the supplement furnished us. We find your Actuary all it has been represented to be. It is a great time saver, is accurate and correct in every particular and is indispensable to everyone connected with the grain business, and we take pleasure in recommending its use. Yours truly,

KIRWAN BROS. GRAIN CO.

HUTCHINSON, KAN., April 26, 1897.

HENRY NOBBE, Esq., Farmersville, Ill.:

DEAR SIR:—We have received your Actuary, and after careful examination of its merits we find it a very valuable work and can recommend it to all grain buyers. Yours respectfully,

W. L. WOODNUT & CO.

DECATUR, ILL., April 29, 1897.

Mr. HENRY NOBBE, Farmersville, Ill.:

DEAR SIR:—Your favor of the 23rd received inclosing supplement to the Actuary, for which accept our thanks. In regard to the "Actuary" will say we are very much pleased with it and think every grain dealer should have one in his office, as it saves time and time is money. Yours truly,

DECATUR MILLING CO.

WINONA, MINN., April 24, 1897.

HENRY NOBBE, Esq., Farmersville, Ill.:

DEAR SIR:—We have used your Grainman's Actuary for some time past and find same satisfactory in every way. It is a great convenience in our office and saves labor and time. Yours truly,

WINONA & DAKOTA GRAIN CO.

NEW YORK, April 29, 1897.

Mr. HENRY NOBBE:

DEAR SIR:—We find your Grainman's Actuary of benefit in checking up invoices, inasmuch as time is saved, and accuracy insured. Yours,

CLARK & ALLEN,
Per B. D. Kennedy.

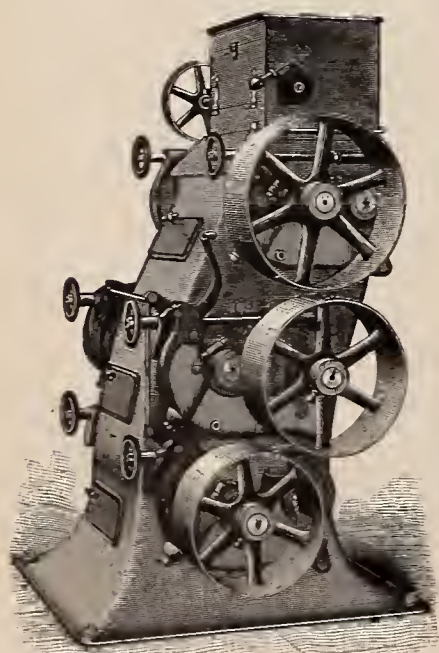
Size of book 4½x7½; 214 pages, fine cloth back, good paper and well bound. Copyrighted. Price reduced to \$1.00 per copy. Mailed on receipt of price. Address all communications to

HENRY NOBBE, GRAIN DEALER AND PUBLISHER,
Farmersville, Illinois.

NORDYKE & MARMON CO., Indianapolis, Ind., FLOUR, CORN AND ELEVATOR MACHINERY.

QUALITY TO SUIT THE MOST EXACTING.

PRICES TO SUIT THE TIMES.

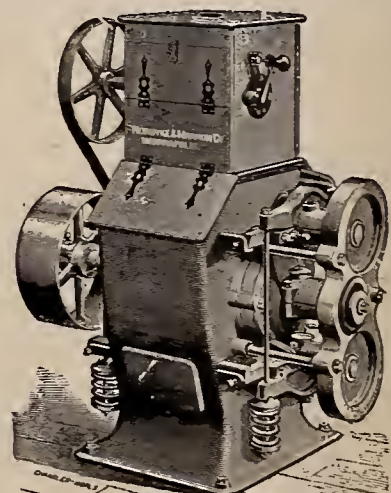


Three Pair High Six Roller Mill.

Corn Shellers,
Grain Cleaners,
Flour and Bran Packers,
Flour Feeders and Mixers,
Portable Buhr Mills,
Hominy Mills,
Wheat Heaters,
Scales,
Shafting,
Pulleys,

Elevator Supplies.

Hangers,
Boxes,
Gearing
Belting,
Steel Conveyors,
Wood Conveyors,
Link Belt,
Sprocket Wheels,
Engines and Boilers,
Water Wheels,



Three Roll Two-Break Corn and Feed Mill.

TEN SIZES and STYLES of ROLLER, CORN and FEED MILLS

No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

WRITE US, SAYING WHAT YOU WANT.

NORDYKE & MARMON CO., - INDIANAPOLIS, IND.

"Virtually Paid for Itself."

WHAT MORE IS THERE TO BE SAID?

CHICAGO, ILL., February 21, 1897.

Invincible Grain Cleaner Co., Silver Creek, N. Y.

Gentlemen:—We have just received your letter and receipt for the check we sent you in payment of your No. 5 **Invincible** Oat Clipper we recently purchased of you, and in answer to your inquiry in regard to how the Clipper works, will say that we never had a machine of any description in our place that has suited us any better than the one we have just purchased of you.

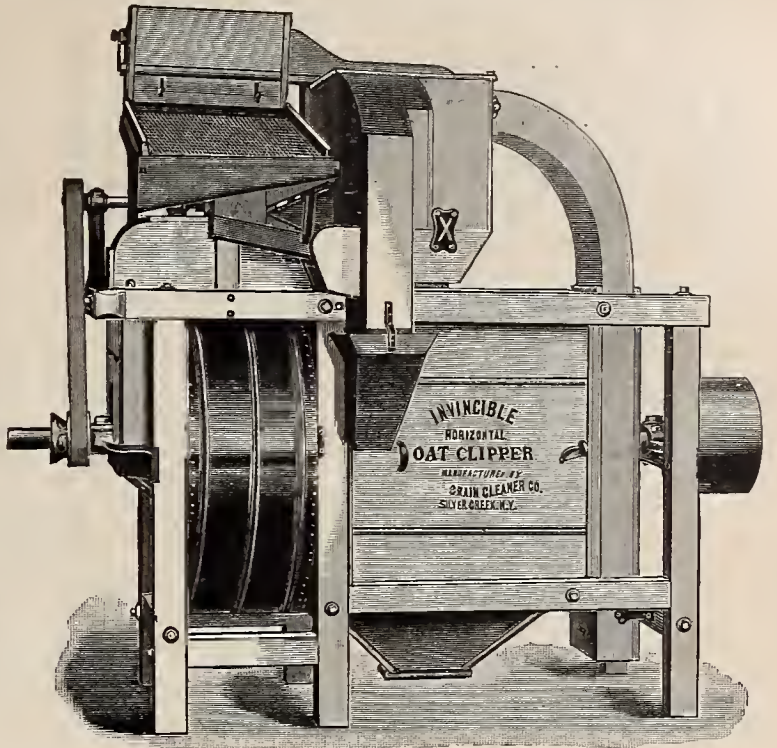
The machine has been running almost constantly since it was set in place and we are willing to say that it has virtually paid for itself in this short time.

The suction seems to work better than on any machine, clipper or cleaner, that we have ever used. We have run at 400 bushels' capacity per hour with all beaters on and have raised the weight of the oats on the same, running from two as high as 6½ lbs. per bushel.

You may use this letter at any time you wish, and will further say that we will be pleased to show or have you refer anyone to us regarding the Clipper.

Yours very truly,

S. W. EDWARDS & SON.



Every user of the *Invincible* talks the same way.

Get the best made and you will get the best results.

Invincible Grain Cleaner Company, Silver Creek, New York.

INVINCIBLE WORKS. SOLE MANUFACTURERS AND PROPRIETORS INVINCIBLE GRAIN CLEANING MACHINERY.



**ROOFING
SIDING
CEILING
LATH**

QUALITATIVELY

speaking, our goods far excel all others. Operating our own Rolling Mill we are in position to make prices in keeping with the times. Write

**THE CINCINNATI
CORRUGATING
COMPANY,**

Box 369,
PIQUA, OHIO.

BISULPHIDE OF CARBON,

Of Special Grade for Killing Insects in Warehouses, Etc.

Send for Instructions and Order Direct from the Manufacturer,

EDWARD R. TAYLOR,

CLEVELAND, OHIO.

DUST! DUST!



Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted. Gibbs Respirator Co., 30-36 La Salle Street, - CHICAGO.



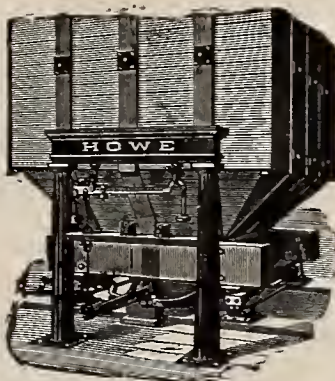
Dust Protector.

The "Perfection" has an improved Automatic Valve, which gives perfect protection and ventilation. Neatest. Handiest. Best. Nickel plated protector, postpaid, \$1. Agents wanted. Address H. S. COVER, So. Bend, Ind.

HOWE SCALES.

The idea of placing ball bearings to assume the friction and wear from vital parts as first introduced by the manufacturers of Howe Scales is to-day being followed out by makers of other lines, such as machinery, vehicles, bicycles, etc.

When purchasing why not buy the latest, the most improved and the best—which means the Howe?

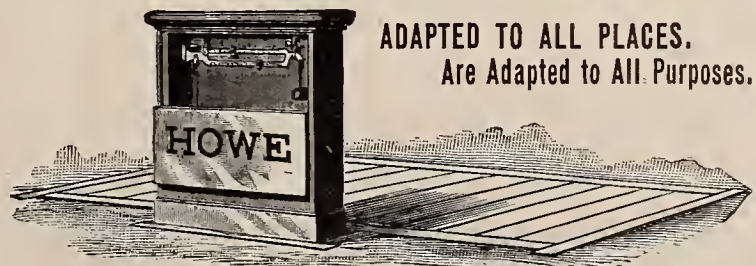


For Mill and Elevator Use.

The Howe is Made for all Purposes.

Special designs for special uses, such as Hopper Scales, Dump Scales, Wagon Scales, Dormant Warehouse Scales, Portable Scales, Flour Packing Scales, Sacking Scales, Railroad Track Scales, Grain Testing Scales.

Howe Scales.



ADAPTED TO ALL PLACES.
Are Adapted to All Purposes.

We Carry a Full Stock. Before Buying Write Us for Prices.

BORDEN & SELLECK CO.,

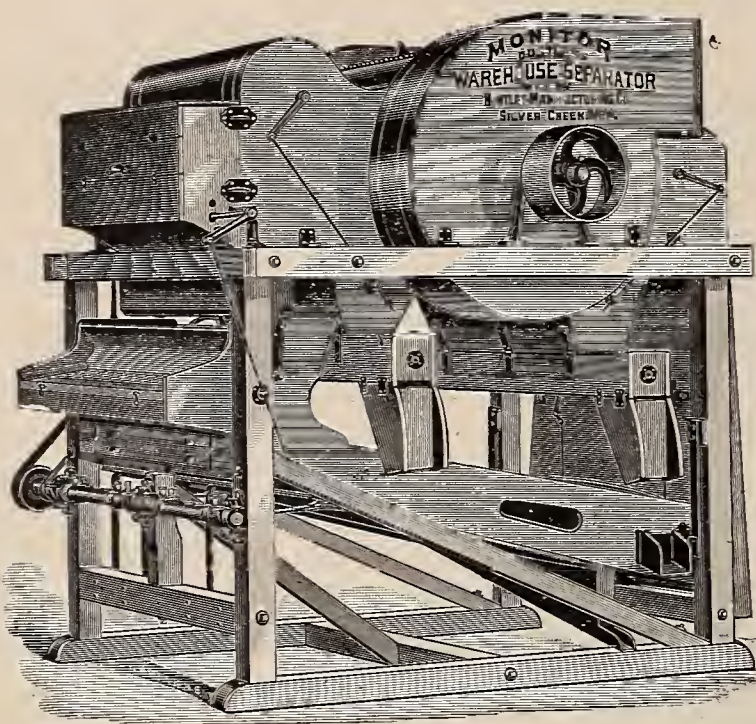
48 and 50 East Lake St., Chicago, Ill.,

GENERAL WESTERN AGENTS HOWE SCALE CO.

STANDARD THE WORLD OVER.

Monitor Grain Cleaners, Monitor Oat Clippers.

THERE ARE MORE MONITOR MACHINES IN USE, IN THE LEADING MODERN CLEANING ELEVATORS, THAN ALL OTHER MAKES COMBINED.

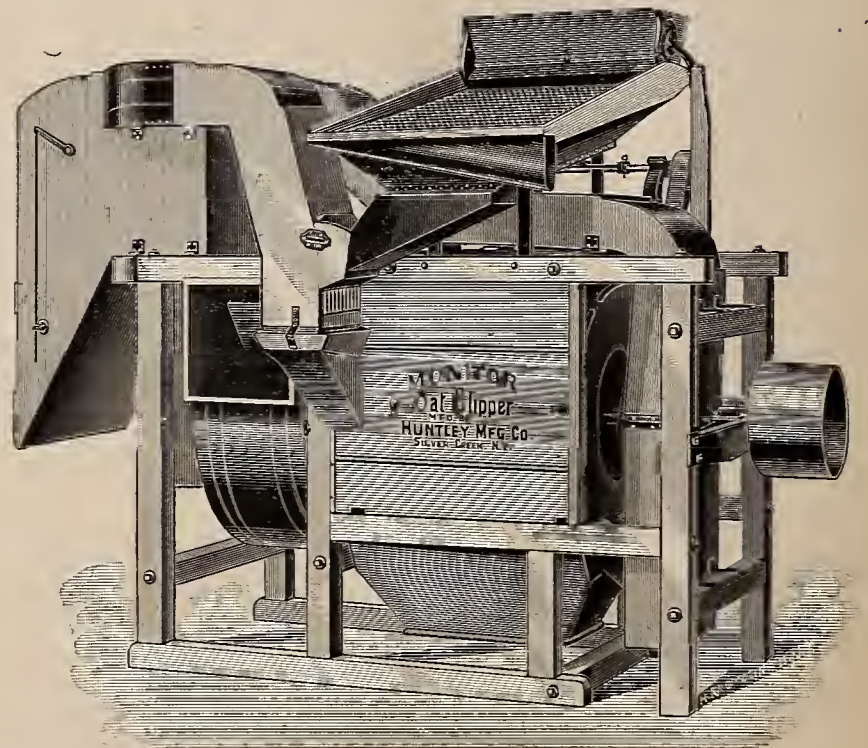


During the last six years all of the leading elevators built in the United States, with but two exceptions, adopted the "Monitor."

COMMENT IS UNNECESSARY.

THE MONITOR OAT CLIPPERS have taken their proper place—at the head.

The best constructed clipper made. More capacity and better work than any other. HIGH GRADE IN EVERY RESPECT.



HUNTLEY MFG. CO.

Silver Creek, N. Y.



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XV.

CHICAGO, ILLINOIS, JUNE 15, 1897.

No. 12.

{ ONE DOLLAR PER ANNUM
SINGLE COPY, TEN CENTS.

THE SOO TRANSFER ELEVATOR AT GLADSTONE, MICH.

The wheat and grain of the Northwest naturally seeks a direct route to water navigation, and much of it is shipped via Duluth, Superior and Washburn. Two ports on the northern end of Lake Michigan—Gladstone and Menominee—also get some of this business. Gladstone has been provided with facilities for transferring grain from cars to lake vessels, and its elevator is kept busy most of the time. The Little Bay de Noquet serves as a splendid harbor for Gladstone, as well as Escanaba.

The transfer elevator of the Soo Line, which is illustrated herewith, was built by the Barnett & Record Co. It is designed especially for transfer business, and has large handling capacity. Last year it handled 6,000,000 bushels of grain. Its storage capacity is 400,000 bushels. The elevating capacity of the seven legs is 100,000 bushels an hour. The four legs on one side of the house have 22-inch cups, and the three on the other side have 32-inch cups. Seven cars can be unloaded, and four loaded at the same time.

The elevator stands 200 feet back from the water's edge, grain being conveyed to lake vessels on three belt conveyors, which have a carrying capacity of 20,000 bushels an hour each. The elevator contains two cleaners, one Pease Oat Clipper, and one Monitor Oat Clipper. Of late the elevator has been run day and night, principally on oats, and clipping all transferred. It is well lighted, nearly 300 incandescent lamps being used in the elevator.

On each floor 100 feet of fire hose is attached to the 6-inch stand-pipe which runs up through the building.

The steam plant is located 50 feet from the elevator, and is equipped with a Corliss Engine, with 18x48-inch cylinders, and a 100-horse power engine for running the incandescent and the arc light dynamos, the coal docks, as well as the elevator being lighted from this plant. Four tubular boilers 14x48 supply steam to the engines.

The electric plant was planned and installed about six years ago by O. P. Sells, E. E., of New Orleans, and of course is not up to date at the present time, although it possesses considerable merit in some of the details peculiarly and successfully adapted to

that installation. The electric plant comprises two Edison Dynamos for incandescent lighting, and one Edison Dynamo for arc lighting, the entire plant having a capacity of about 1,000 lights, distributed throughout the elevator, ore and coal docks.

The elevator is operated by the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, Fred Wright being the superintendent.

The opening of new ports on Lakes Michigan and Superior in Wisconsin and the upper peninsula of Michigan is not likely to lead to the establishment

into foreign markets, and these small savings have proved sufficient to attract their attention.

PROPOSED TARIFF ON BURLAPS AND GRAIN BAGS.

[From a paper by W. J. Johnston read at the annual meeting of the Illinois Grain Dealers' Association.]

Under the present tariff, which has been in force nearly four years, burlap cloth out of which the bags are made is free, so also are the grain bags made of same material. The proposed tariff places both an ad valorem and a specific duty on burlaps, viz., $\frac{3}{4}$ cent per pound specific and 15 per cent. ad valorem, which make the average duty about 30 per cent. To make it plainer: On a sack holding 140 pounds of flour, which are known in the trade as 140-pound jute sacks, or a burlap sack of say five or six bushels' capacity of oats or corn, the extra cost will be increased, if this duty goes in effect, say about one and one-half cents per bag. In view of the fact that all farm products are so low, this will be a very heavy tax on the users of these goods, and unnecessary, as far as protection is concerned, as a very small proportion is produced in this country. The proposed duty on grain bags made of burlaps is 1 $\frac{1}{2}$ cents per pound. We can import the burlap cloth, and make bags in this country, just as cheaply as they can be made in England, and while I think we should be willing to stand our share of the taxation necessary to pay the expenses of the government, we should not be taxed

excessively, as in the proposed duty on burlaps. We should be willing to have a duty of, say, 15 per cent., so as to bear our share, but when it comes to over 30 per cent. we should protest with all our power against it.

The gas engine or steam plant should be placed in a strong brick building adjacent to the elevator. This will reduce the fire hazard on the elevator as well as the power plant. Many elevator men have so placed their gas engines and carried the risk themselves. The saving in insurance will frequently pay for the fireproof gas engine house in a few years. Combustible material should not be used in the construction of the engine house.



THE SOO TRANSFER ELEVATOR AT GLADSTONE, MICH.

of large grain centers that will compare with Milwaukee, Superior or Duluth, but each one of the new ports draws some grain from each of these markets. If Ashland, Washburn, Menominee and Gladstone each handled six million bushels, or even five, the aggregate would be sufficient to make a creditable showing for a grain market. By shipping grain East via these ports, the expenses for inspection, storage, switching and demurrage, which are incurred at grain centers, are avoided, and the cost of the grain laid down at the seaboard reduced. The competition among the grain exporting countries of the world is so intense that it is absolutely necessary that our grain exporters practice every little economy possible in getting our grain

CHICAGO INSPECTION UPHELD.

Under the present method of buying grain in the country certain abuses are possible, and it is to be presumed may occasionally occur. It is the custom of Chicago firms that handle cash grain to send bids to country dealers for wheat, corn, oats and other commodities subject to inspection here by the state grain inspection department. The Chicago buyers name a price they will pay the countryman at his station, according to the grade of the grain as it may be ascertained by the state inspectors upon its arrival in Chicago. Take the article of corn, for instance. The Chicago man sends his bids to the country grain dealer, naming a certain price he will pay for it if it grades No. 2, and proportionately lower prices for No. 3 or No. 4. The abuse possible under this method, if the state inspectors were not thoroughly competent and reliable, may be judged from the following occurrence:

A Chicago elevator firm bought in the country one day recently 50 carloads of corn in the manner indicated, and on its arrival here it was inspected No. 2. That did not please the purchasing firm, however, who demanded, as they had a right to do under the rules, that the corn be reinspected, intimating to the inspection department that it should not have been graded better than No. 3 or No. 4. The demand for reinspection was, of course, acceded to, with the result that the revising inspector pronounced it an unusually choice sample of No. 2, and roundly berated the agent of the firm that had caused the palpably unnecessary reinspection. Dealers in grain will perceive the interest the elevator firm had in getting No. 2 corn, bought under the circumstances, graded No. 3, or No. 4, and the loss which would thereby have been sustained by the country seller, and it will be a satisfaction to country shippers to know that the Illinois state grain inspection is honestly conducted under its present officials.—Chicago Post.

NEW MINNESOTA LAWS OF INTEREST TO THE GRAIN TRADE.

Among other laws enacted by the Minnesota Legislature at its recent session were the following:

An act to designate the place for taxation of grain in elevators. It provides that all grain in elevators on railroad right of way, or elsewhere, shall be assessed and taxed against the owners in the assessment district where such elevator is situated.

An act to establish state weighing and inspection of grain at the city of Fergus Falls, in the county of Otter Tail, and the city of Winona, in the county of Winona, and making said cities of Fergus Falls and Winona terminal points, and making all laws of this state that are applicable to the weighing and inspection of grain at the terminal points of St. Paul, Minneapolis, Duluth and St. Cloud applicable to Fergus Falls and Winona.

An act to establish state weighing and inspection of grain at the city of Little Falls, in the county of Morrison, and making said city of Little Falls a terminal point, and making all laws of this state that are applicable to the weighing and inspection of grain at the terminal points of St. Paul and Minneapolis, Duluth and St. Cloud applicable to Little Falls.

An act to provide for lien on grain for thrashing the same.

An act to amend the law relating to weights and measures. As amended the law provides that whenever any of the following articles shall be contracted for or sold or delivered, and no special contract or agreement shall be made to the contrary, the weight avoirdupois per bushel shall be as follows, to wit: Beans, sixty (60) pounds; barley, forty-eight (48) pounds; buckwheat, fifty (50) pounds; blue grass seed, fourteen (14) pounds; broom corn seed, fifty-seven (57) pounds; corn, shelled, fifty-six (56) pounds; corn, in ear, seventy (70) pounds; clover seed, sixty (60) pounds; hemp seed, fifty (50) pounds; Hungarian grass seed, forty-eight (48) pounds; millet, forty-eight (48) pounds; oats, thirty-two (32) pounds; orchard grass seed, fourteen (14) pounds; peas, sixty (60) pounds; Irish potatoes,

sixty (60) pounds; sweet potatoes, fifty-five (55) pounds; rape seed, fifty (50) pounds; red top seed, fourteen (14) pounds; rye, fifty-six (56) pounds; timothy seed, forty-five (45) pounds; wheat, sixty (60) pounds. And whoever in buying any of the said articles shall take any greater number of pounds to the bushel, or in selling any of said articles shall give any less number of pounds thereof to the bushel, than is herein allowed and specified, except when expressly authorized so to do by special contract or agreement to that effect, shall be deemed guilty of a misdemeanor and shall be punished by a fine of not less than ten (10) dollars, nor more than one hundred (100) dollars, or by imprisonment in the county jail for not more than ninety (90) days.

W. W. CULVER, CHIEF GRAIN INSPECTOR OF KANSAS.

The Sunflower State has a new Chief Grain Inspector, W. W. Culver, whose portrait is given herewith. A man who has had years of practical experience in the grain business, has the interests of the trade at heart, and is so thoroughly familiar with the trade and its needs, that just grades, com-



CHIEF GRAIN INSPECTOR W. W. CULVER.

petent inspectors, careful and conscientious work will be prominent during the period of his administration.

Mr. Culver was born in De Kalb County, Illinois, in 1854. His father, a farmer, moved to Marshall County, Iowa, the next year, with his family, settling on a farm where W. W. grew to manhood, working on the farm in summer, and attending district school in winter, until he had received, as he thought, about all the district had to give in the way of schooling. He then taught school in winter and worked in an elevator in summer for a while, attending the State University of Iowa, at Iowa City, a year and a half.

He moved to Great Bend, Barton County, Kans., in the spring of 1879, engaging in the grain and implement business in company with his brother, Chas. F. Culver, until 1890, when they dissolved. C. F. Culver going to California. W. W. Culver remained in the business in Great Bend until he was appointed chief inspector by the governor.

Mr. Culver has really had 24 years' experience in the handling of grain. This entitled him to consideration for the position he now holds. His party coming into power he applied for the place he coveted. Mr. Culver had thought for a long time that were he placed in the position he could be of some use to the handler of grain in the country, and at the same time protect the receiver in the market. How much in this line he may accomplish remains to be seen, but this much is assured, that if he fails, it

will not be from lack of honest effort. The last Legislature enacted a good inspection law, and Mr. Culver thinks with the proper interpretation of it much can be done to remedy some of the evils which the shipper has to contend with. To get the most good out of the law, however, he must have the cooperation of the honorable grain dealers at both ends of the line.

Mr. Culver has said: "Kansas shippers have suffered for years, at the hands of irresponsible parties in Kansas City, Mo., who, as operators of the elevators, thought it but fair, in order to keep from suffering any loss themselves, to 'snitch' a few bushels from each car. The reputable receivers and elevators have time and again tried to put a stop to this 'snitching' process with varied success. However, they have reduced these evils, and seem determined that they shall cease entirely. I certainly will bring to them the full power of the law on the Kansas side and aid them in any way I can to drive all dealings of this nature from the state. This would be an appalling task were it not that a large majority of the receivers and elevator men are awake to their own interests, and are putting forth every available means to bring about the desired results. If this can be brought about during my administration then may it be counted a success. Kansas City, one year with another, is the best market for Kansas grain, and if Kansas City intends to get Kansas grain she must so conduct the grain and elevator business that her grades and weights will be good the world over, and the man who wishes to ship to, or the man who wishes to ship from this market, will know he will get what he should rightfully have. This I am sincerely trusting will be accomplished in the near future."

AMENDMENT TO ILLINOIS WAREHOUSE LAW UNCONSTITUTIONAL.

In a report made to the directors of the Chicago Board of Trade by the committee which went to Springfield to oppose the passage of the so-called grain warehouse bill, the committee says:

"It seems to your committee that if Judge Tuley's decision be sustained by the Supreme Court then the same authority must, on a proper presentation of this matter, decide that the act of May 25 (Senate Bill No. 313) is unconstitutional and void.

"Your committee has been informed by a member of the constitutional convention of 1870 that in his judgment the law is unconstitutional, and the same opinion has been expressed by others well advised in such matters.

"Your committee believes that the recent action of the elevator people was taken in order to give more time in which to continue their illegal practices. Naturally the more time they can gain by any subterfuge the better for them.

"Thus we find the present situation to be that we are fortified

"1. With a sound decision by an upright and most learned judge of ripe experience.

"2. By the estimation in which that decision is held by the elevator people and their counsel.

"3. By opinions from other valuable sources; and,

"4. By the result of our own consideration of the question.

"Having used our best efforts in your service we now feel constrained to recommend to your honorable body that full information be had at once from the attorneys who have prosecuted and conducted so ably the case now pending in the Supreme Court, and that proper action be instituted forthwith, whereby injunctions be sought under the Tuley decision, or otherwise, against the practices mentioned until a determination may be had as to the constitutionality of the law enacted on May 25, 1897, on this subject."

Corn, which can be turned into so many delightful things in more than one form, is now used in soap-making. A soap factory at Des Moines, Iowa, uses it and turns out an article which resembles castile soap.

A MODERN COUNTRY ELEVATOR.

Owing chiefly to increased competition and reduction in the extent of territory tributary to the different terminal markets, the grain business has become much less profitable than it once was, and the business of an average grain dealer makes economy more necessary than ever. It has led to every possible reduction in investment and running expenses. Among the grain dealers who thus sought to economize is the firm of H. Kurtz & Son, Greenfield, Iowa, who have been connected with the grain business since 1872. In 1894 they patented their Incline Elevator and Dump, and have since been adding improvements suggested by practical everyday use in different localities.

One of their latest houses is illustrated herewith. It is located at Fontanelle, Iowa. It is 20x36 feet in size and 40 feet high. It has three hopper-bottomed shipping bins with a capacity of 1,000 bushels each. There are also three storage bins in the back, and beneath the shipping bins are patent ventilated bins for storing corn, and which can be changed in a few minutes to tight bins for shelled corn. The loading chute extends direct to the top of the elevator. The object of this plan of elevator building is to have ample shipping bin capacity for the shelled grain handled, using the patent ventilated bins for cribbing ear corn or storing shelled corn for a season. An unlimited quantity of ear corn can be

costs nothing, as the farmer furnishes it. If the office is near one man can attend to the elevator and weighing six months of the year. The convenience of this method is marked by the fact that every load of grain can be kept separate, if desired, as is necessary with different grades, with no diminution of the speed of elevating. The sink is always empty, and the power is always ready when a load comes to the house. A car can be loaded from the loading chute without scooping. This elevator has a combination chute suitable for ear corn and small grain. Thus ear corn, as well as shelled corn or other grain, can be sent direct from the top of the building to cars, or to shipping bins, and loaded out when a carload has been received. The builders will furnish any further information wished regarding this elevator.

DUTY TO PROTECT FREIGHT RATES QUOTED BY MISTAKE.

BY J. L. ROSENBERGER OF THE CHICAGO BAR.

The syllabus prepared by the Supreme Court of Nebraska for the decision which it handed down April 21, 1897, in the case entitled Missouri Pacific Railway Company vs. Crowell Lumber & Grain Company, 70 Northwestern Reporter, 964, is as follows: "A railway company quoted to a shipper a rate on grain from Nebraska to Colorado, but by



H. KURTZ & SON'S ELEVATOR AT FONTANELLE, IOWA.

cribbed in this way without scooping an ear, and the different grades can be kept separate. The ear corn may be shelled from the elevator with a portable sheller, as from a common crib, or drag belt, sheller, belt elevator and cleaners may be added if desired. The engines would be only required to run when shelling or cleaning. Thus a saving is made in cost of power over that where an engine is run whenever a few loads of grain are received. The elevator can easily be enlarged by extending the building, and if this is properly managed it will cost very little.

The loading chute consists of an inclosed derrick forming inclined tracks for a wheeled car which travels in a level position on the tracks. The car has a capacity of 50 bushels of ear corn, 100 bushels of small grain. In operation the car travels under a low dump, and receives the load from the farmers' wagon. A rope is attached to the rear axle of the wagon, the team is started and the car elevated. At the top of the inclined track the car automatically dumps its contents into a small overhead car from whence it is dumped into its bin; or the elevating car dumps its load into a chute leading to a railroad car for shipment. This process is very simple, and is claimed to be the only practical plan for elevating a whole load at a time. It is also a very rapid process. Grain can be elevated as fast as it can be dumped. While one load is being elevated the following wagon is driven on the dump, and the elevator car, which works entirely automatic, returns for the next load.

As for its economy, it is claimed to require less than half the investment, and one-quarter the expense of operating an ordinary elevator. The power

mistake the rate quoted was less than the usual rate. The shipper, relying upon the rate quoted, sold large quantities of grain to parties in Colorado, basing the price on such freight rate, the purchasers of the grain to pay such freight on its delivery, and the shipper guaranteeing that the rate should not exceed the one quoted to him by the railway company. This grain was delivered by the shipper to the railway company in Nebraska, to be transported by it and delivered to the purchasers in Colorado. The last carrier before it would deliver the grain to the purchasers compelled them to pay a higher freight rate than that quoted to the shipper by the railway company. The shipper then paid to the purchasers this excessive freight, and sued the railway company therefor."

Continuing, the court held, "that the mistake made by the railway company in quoting the freight rate caused the shipper to change his status to his injury, and that the railway company was liable for the overcharge paid by the shipper."

It may be questioned whether the decision actually rendered is as broad as this would indicate. Giving the railway company the benefit of its own theory in this case, the court said that it amounted to this: That before and at the time the contract in suit was made it was a member of the Trans-Missouri Association. It had been transporting grain from Nebraska points to Colorado points for 30 cents per 100, in earload lots. It charged this rate because that was the rate fixed by the Association of which it was a member. Some time before the contract in suit was entered into, one of the members of this Association withdrew therefrom, thus abrogating the mutual agreement of the members of the Association.

tion. At the time the contract was made the railway company had not been advised of the withdrawal of this member. It made the contract in suit believing that all the members of the Association were maintaining the rate on grain fixed by the Association, and, if it had been aware that one member of the Association had withdrawn therefrom, its freight rate on the grain would have been 30 cents per 100 from Omaha to the Colorado points, plus the local rate from the place of shipment of the grain to Omaha.

But, conceding all this, the court says that it had the finding of the jury, supported by the evidence, that the grain company acted in good faith in obtaining this contract from the railway company, and, relying upon the statements of the railway company's freight agent that the rate fixed by the freight agent had not been changed, accepted this contract at 30 cents per 100, and, relying upon the contract, purchased, shipped, and sold the grain at a price based on the freight rate fixed by the contract in suit. There was then a contract entered into by one party under a mistake or misapprehension as to the facts, and which it would not have made had it known the facts, this contract accepted by the other party in good faith, relied and acted upon by it, and in consequence of which it had changed its status or condition to its injury.

Conceding, then, that both parties to this contract were innocent, the Supreme Court holds that the loss must fall upon the railway company, because its mistake was the proximate cause of the other party's injury. Nor does the court consider that the contract in question violated any provision of the Interstate Commerce Act. It says that it was neither pleaded nor proved that by the contract the railway company gave the grain company a special rate, rebate, or a drawback; nor that by the contract was the railway company to collect or receive from the grain company either a greater or less compensation for transporting the grain from Nebraska to Colorado than it charged and collected from other persons for a like and contemporaneous service under substantially similar circumstances; nor that the rate was obtained by false billing, false classification, false weighing, or by any other fraud or deception; nor that the railway company intended any discrimination; nor that the 30-cent rate was an unjust or unreasonable one.

TESTING SEEDS BY THE DEPARTMENT OF AGRICULTURE.

Hon. Jas. Wilson, Secretary of Agriculture, has sent out a circular on the subject above named, which includes the following. In order to secure and diffuse information concerning the various farm and garden seeds, upon the value of which depends to such a large extent the success of agricultural operations, the Department of Agriculture has established a seed testing laboratory in connection with the Division of Botany. This laboratory is thoroughly equipped for testing seeds, the work being furthered by the use of a greenhouse where soil tests are conducted.

At present, so far as the force and means at its disposal will admit, the department will test, free of charge, samples of farm and garden seeds which are sent in by its correspondents, particularly those which are suspected of adulteration with inferior or dead seed, or which contain a large amount of weed seed. A blank should be properly filled out and sent with the seed which is to be tested to the Seed Laboratory, Division of Botany, Department of Agriculture, Washington, D. C. Blanks will be furnished upon application.

Rice men are very anxious to have a higher duty placed on rice and have labored long and hard with congressmen while the bill has been pending.

"New Mines Discovered—\$10 and more made daily on small investments by our new plan." That is the way A. Gilmore & Co., Omaha Building, Chicago, Ill., advertise in outside papers to induce suckers to speculate in grain and stocks. "Send for our free booklet telling how to make money even on the wrong side of the market."

ANNUAL MEETING OF ILLINOIS GRAIN DEALERS.

The twelfth annual meeting of the Illinois Grain Dealers' Association, in accordance to call published in this journal last month, was held at Decatur, Tuesday, June 8, with about 160 in attendance.

President John Crocker called the morning session to order at 11:30 a. m., and Secretary Tyler read part of the minutes of the last meeting, and the whole was approved as recorded.

Secretary Tyler read the minutes of a meeting of the Board of Directors of the Association held at Decatur April 8, at which the following resolution was adopted:

Resolved, That we, the directors of the Illinois Grain Dealers' Association, hereby pledge that our Association will pay its proportionate share with other grain associations according to the membership of each association, in raising a sufficient fund to procure a decision from the Interstate Commerce Commission, as to whether the railroad companies should not compensate elevator owners for furnishing storage and depot facilities.

We heartily indorse the work already begun by the National Association, and the Secretary of this Association is hereby instructed to send a copy of this resolution to W. H. Chambers, Secretary of the Grain Dealers' National Association, and request him to lay this proposition before the officers and directors of all other grain associations, and urge them to cooperate with us on this proposition, and that a copy of this resolution be sent to the "American Elevator and Grain Trade" for publication.

[Signed] John Crocker, Maroa, Ill.
B. S. Tyler, Decatur.
W. H. Suffern, Decatur.
Harry Knight, Monticello.
E. R. Ulrich, Springfield.
W. B. Newbegin, Blue Mound.

At the same meeting the Secretary was instructed to compile a complete list of regular grain dealers southeast of the Illinois River.

The minutes of the meeting of the Board were approved by the members.

W. H. Chambers, Secretary of the Grain Dealers' National Association, being called upon, reported



DIRECTOR E. F. UNLAND OF PEKIN, ILL.

that the resolution adopted by the Illinois Association's Board of Directors had been indorsed by the other grain dealers' associations of the West, and each had appointed a committee to join with the other associations in devising some means of advancing the work of securing a rental for regular country elevator men from rail carriers. These delegates will meet at Des Moines, June 29, and we would like to have this Association represented. I trust you will send delegates empowered to act.

Treasurer F. M. Pratt reported as follows:

Balance on hand June 24, 1896.....	\$ 78.77
Received banquet tickets June, 1896.....	70.50
Membership fees.....	555.00
Dues.....	115.00
Commission from National Association.....	1.00

Total.....\$820.27

DISBURSEMENTS.

Banquet June, 1896.....	\$ 78.00
Hall rent, janitor, music, etc.....	49.20
Printing.....	42.80
Stamps and stationery.....	72.58
Miscellaneous expenses.....	28.50
Secretary's salary.....	75.00
E. L. Waggoner, salary.....	125.00
E. L. Waggoner, expenses.....	111.00
Hall rent and janitor, March meeting.....	10.50

Total.....	\$592.58
Balance on hand June 8, 1897.....	227.69

E. L. Waggoner, the Association's Traveling Solicitor, reported: During the short time I have been out in the interest of the Association, I have secured



PRESIDENT S. S. TANNER OF MINIER, ILL.

42 new members, and the membership fees have more than paid my salary and expenses. If I had spent less time with the State Legislature and more of my time on the road I would have secured more members. I found that the Association has the best wishes of many dealers who have never been members. Some who wished to join the Association did not know how to go about it, others had to be given a history of the Association's work, its objects, and its plan of operation before they would think of joining. With a little work I think most of the regular dealers of the state could be induced to join the Association.

J. W. Radford moved that a committee of seven, together with the President, be appointed to nominate officers for the ensuing year.

The motion was laid on the table.

Adjourned to 2 o'clock.

AFTERNOON SESSION.

E. S. Greenleaf moved that the Association proceed to the election of officers by ballot, and the motion was carried.

C. S. Maguire moved that the names of the 69 applicants for membership recommended by the Board of Directors be admitted. The motion was carried, and the following admitted to membership:

A. L. Stanfield, Edgar; Harlan Bros., Crescent City; McDermott & Meikle, Crescent City; C. M. Paxton, Kansas; C. H. Rumley, Buckley; Ferguson Grain Co., St. Louis, Mo.; Messmore, Gannett & Co., St. Louis, Mo.; Connor Bros. & Co., St. Louis, Mo.; Gratiot Street Warehouse Co., St. Louis, Mo.; Culbertson & Younger, Mays; Dawson & Boatman, Paris; Augustus Rudy & Co., Paris; J. C. Bisler, Vermilion; Twist Bros., Rochester; Carson & Nugent, Cabery; Chas. W. Savage, Virginia; Geo. B. Spittler, Mt. Zion; Henry Christlieb, Mansfield; Roberts & Pettit, Roberts; Phillips Bros., Parnell; Albert Buckholz, Melvin; Buckholz Bros., Melvin; S. Crumbaugh, Le Roy; Clancy & Payne, Le Roy; C. G. Brotherton, Guthrie; E. W. Clark, Delancy; Vasey & Vance, Le Roy; Whitaker & Bishop, Mound; J. H. Current, Fairmont; Sidell Grain & Elevator Co., Sidell; Benson & Stallings, Fairmount; Bishopp Hominy Co., Sheldon; L. T. Hutchius & Co., Sheldon; G. L. Scriven, Colfax; B. Gulshan, Herscher; R. G. & C. H. Risser, Kankakee; E. L. Wheeler & Co., Onarga; Frank Supple, Bloomington; Porch & Adams, Cabery; Wood & Topliff, Gibson City; J. E. Hawthorn, Cookesville; Frink & Johnson, Padua; J. H. Jacobs, Arrowsmith; Wyckoff

& Son, Arrowsmith; C. H. Whitaker & Son, Ellsworth; C. A. Shinkle, Ellsworth; T. J. Hanley, Merna; Hayward Bros., Cropsey; Porch, Adams & Kent, Kempton; Hargreaves Bros., Cullom; Shearer & Shearer, Cullom; Crescent Grain Co., Bloomington; Inkster Bros., Hersher; John L. Smiley, Watseka; John Hill, Orleans; Charles Voris, Windsor; Smith & Marvel, Waynesville; James Kitchen, Mattoon; Gale Bros., Cincinnati; E. Walker, Assumption; Alex. C. Durdy, Ohlman; Parker & Moyer, Kent; Veech & Lichtenherger, Sangamon; B. B. Minor, Indianapolis; Chamberlain & Mansfield, Niantic; Kirwan Bros. Grain Co., Baltimore; Henn & Bern, Redmon; J. L. Douglass, Shirley; J. L. Clift, Louisville, Ky.

E. M. Wayne nominated S. S. Tanner of Minier for President.

Thos. Costello nominated H. C. Mowry of Forsyth. C. S. Maguire nominated Mr. E. S. Greenleaf of Jacksonville. Mr. Greenleaf declined.

President Crocker appointed as tellers Thos. Costello and Newt. Davis. The tellers collected the ballots and reported 58 votes for S. S. Tanner, and 48 votes for H. C. Mowry. The President declared Mr. Tanner elected.

Mr. Tanner, being called upon for a speech, said:

I am convinced the members have done the wrong thing. Mr. Mowry is a man old in experience, and in the grain business, while I am young. I thank you for the honor conferred. If I can do anything to advance the interests of the Association, I will do it heartily. The Illinois Association is in a storm, and like the man at sea, is not in a position to entrust its interests to a boy. The man at sea who was scared by the storm addressed the captain as follows:

"Mr. Captain, do you think it will be a severe storm?"

"The worst I have ever experienced, and I have sailed on every sea."

"Is there anything I can do?"

"Not unless you go into the cabin and pray."

He went into the cabin and prayed, "Oh, Lord, I am not much of a hand at praying, but we need your assistance quick. Please come right away and help us out of this storm. Don't send your son, for this is a terrible storm, and we haven't any time to lose fooling with boys."



DIRECTOR P. WHALEN OF CABERY, ILL.

He didn't want the Lord to make the mistake which I think you have done, but nevertheless I will strive to do my duty.

Mr. Herdman nominated Theo. P. Baxter for Vice-President. He was declared elected unanimously by acclamation. Mr. Baxter was called for and said: I will attempt to do my duty, and may succeed if I can get through without giving too much time to the work, as I seem to be a hoodoo in association work. However, I am thankful for the honor.

Mr. F. M. Pratt of Decatur was elected Treasurer by acclamation, and without opposition.

Mr. Newbegin nominated B. S. Tyler for Secretary, seconded by W. L. Dumont, and he was elected by acclamation. Mr. Tyler was called upon for a speech, but firmly refused.

The Chairman of the Committee on Secretary's

Salary reported that the committee had, in accordance with power granted it, given the Secretary a salary of \$300 for the past year. The report was accepted, and the committee discharged.

T. P. Baxter moved that the matter of compensation for the Secretary for the ensuing year be left to the Board of Directors. The motion was carried.

E. M. Wayne offered an amendment to Sec. 1, Art. III, to provide for increasing the number of directors from seven to eleven. He said, the object of enlarging the directory was to extend the territory of the Association and get distant districts represented on the Board.

J. C. Boyce favored the amendment, as it would prompt more to take an active interest in the Association.

John Crocker opposed the proposed amendment because it would be almost impossible to get a quorum to attend meetings.

B. S. Tyler favored the amendment, as he thought it would give the Association an opportunity to extend its roots, reach out into new territory and get new members.

Z. K. Wood offered an amendment providing for leaving the Secretary off of the Board of Directors. This was opposed by E. F. Unland, on the grounds that the Secretary was in touch with the work of the Association, and would be a most valuable member of the Board.

H. C. Mowry: I favor the Secretary being entrusted with large powers if the Board is to be enlarged, as the Board would then be cumbersome and hard to get together or to act. It is difficult to get large bodies to act.

Thos. Costello: I agree with Mr. Mowry that it is difficult to get a quorum of the Board to a meeting, and I fear that if we increase the number it would retard the work of the Association.

Mr. Herdman moved that the amendment to the proposed amendment to the Constitution and the proposed amendment be laid on the table.

Mr. Darnal favored the amendment because the Association could not ask so much of the Secretary without recompense, and hence he should be relieved of a portion of the work.

T. P. Baxter: The old members of the Board of Directors have been selected from neighboring territory so as to make it easy for them to get together. They have always paid their own expenses. Our work has been retarded by a lack of funds. If the Board is enlarged, and the territory covered by its members extended it will be impossible to get the members together on short notice, and frequently a quorum will not be obtained.

Charles Voris of Windsor made an enthusiastic speech against the enlargement of the Board, and in favor of paying those who gave their time to the work. His remarks were received with cheers.

W. B. Newbegin opposed the enlargement of the Board, and W. H. Suffern opposed the leaving the Secretary off of the Board.

Both amendments were laid on the table by an overwhelming vote.

An amendment to Sec. 1, Art. I, to change the name of the organization from the Illinois Board of Trade to the Illinois Grain Dealers' Association was presented and carried.

It was proposed that Sec. 4, Art. XII, be amended to read as follows:

"If any member should buy grain of any person not buying regularly at any station, without first receiving consent of the regular dealer or dealers at that station, who is a member, such transaction with all proofs shall be reported to the Chairman of the Executive Committee for immediate action to be taken by said committee."

The amendment was adopted.

It was proposed that Sec. 5, Art. XII, be amended to read as follows:

"If any track buyer or commission merchant should buy of, or solicit, or receive grain on consignment, from any irregular dealer at any station, without first receiving the consent of the regular dealer or dealers at that station, the regular dealer shall report such transaction, with all proofs attached, to the Chairman of the Executive Committee for immediate action by said committee."

The amendment was adopted.

W. H. Chambers, Secretary of the Grain Dealers' National Association, explained how the National

and other associations had amended their constitutions and by-laws to avoid conflict with the Sherman Anti-Trust Law.

It was proposed that Art. VII be amended by the addition of Sec. 2, which shall provide that

"The annual dues shall be \$1.25 per quarter, payable in advance to June 1 each year, and any member six months in arrears for dues may be suspended from membership in the Association until paid.

Thos. Costello: Heretofore we have been cramped for funds. I want the Association provided with sufficient funds to do its work; \$10 is not too much.

After a lengthy debate Sec. 2, Art. VII, was adopted.

It was proposed that Sec. 3, Art. VI, be amended to provide as follows:

"It shall be the duty of the Secretary to keep correct records of all meetings of the Association, collect all fees and dues, sign all orders on the Treasurer, and issue all notices to the members, and do the corresponding for the Association."



EX-PRESIDENT JOHN CROCKER OF MAROA, ILL

The amendment was adopted, and Sec. 4, Art. VII, was amended to read:

"It shall be the duty of the Treasurer to receive all moneys from the hands of the Secretary, and to pay them out only on orders signed by the Secretary and President."

The following were nominated for members of the Board of Directors: Pat Whalen, Cabery; W. J. Culbertson, Mays; A. B. Herdman, Morrisonville; L. B. Probasco, Bloomington; Edwin Beggs, Ashland; Lee Metcalf, Illiopolis; E. F. Unland, Pekin; H. N. Knight, Monticello; J. H. Holmes, Gibson; John Crocker, Maroa; E. R. Ulrich, Springfield; H. C. Hall, Paxton; W. H. Suffern, Decatur.

Lee Metcalf moved that the nominations be referred to a committee of five. The motion was carried, and the President appointed Lee Metcalf of Illiopolis, E. M. Wayne of Delevan, B. Gulsher of Herscher, J. D. McClean of Arcola, and Z. K. Wood of Mt. Pulaski as such committee.

Upon motion the committee was empowered to nominate any member of the Association as a director.

Mr. Baxter proposed the following substitute for Art. VI, Sec. 5, and it was adopted:

"The Board of Directors shall appoint a committee of five members to be known as the Legislative Committee. This committee shall look after all mat-

ters of legislation, and shall appoint one associate member from each legislative district of the state."

H. C. Mowry reported that owing to a misunderstanding nothing had been done by the committee on Landlord Lien Law. I looked the matter over and found that it was too late to do anything with the Legislature, as the session was too near its close. Now, this matter will be referred to the Committee on Legislation.

Chairman E. R. Ulrich Jr., of the Committee on State Regulation of Weighing at Grain Centers, reported: I have addressed a communication to the State Railroad and Warehouse Commission, and it will investigate the subject at its regular meeting, June 9. So we are unable to tell whether the new commission will attempt to carry out the law or not.

The committee appointed to nominate directors reported Pat Whalen of Cabery, E. F. Unland of Pekin, E. R. Ulrich Jr. of Springfield, and W. J.

Culbertson of Mays. The report was accepted and the nominees were declared elected for the ensuing year.

B. S. Tyler called attention to the appointment of delegates by the Western associations to a joint meeting of delegates from different associations to be held at Des Moines, June 29 and 30, to discuss ways and means to carry on the work of securing a compensation from rail carriers for grain loaded into cars from country elevators.

W. H. Chambers called attention to the rapid growth of association work, and the effort to advance the interests of those engaged in the trade, and pointed out in detail what had been done by the other associations. He asked that the Illinois Association appoint delegates to the joint meeting at Des Moines.

Lee Metcalf, of the committee appointed to confer with the Chicago Receivers' and Shippers' Association in regard to the placing of the State Grain Inspection Department under civil service rules, reported as follows:

To the Chairman and Members of the Illinois Grain Dealers' Association: Your committee appointed to confer with the Receivers' and Shippers' Association of Chicago, with reference to drafting a bill to provide for placing the Grain Inspection Department of Illinois under the civil service rules,

begs leave to report as follows: We have conferred with the Receivers' and Shippers' Association, and find they agree with us in the necessity of such a law, but for want of sufficient time we were unable to bring it before the present session for consideration.

This committee was appointed March 10 last, and the time for introducing new bills expired on March 19, leaving entirely too short a time for a bill of so much importance to be drafted.

Your committee is much pleased with the interest the Receivers' and Shippers' Association has taken in the matter and we believe with their assistance we should be able to have a good bill passed by the next General Assembly.

We have received much encouragement in this work, but realize that there will be strong opposition to it on the grounds of the loss of political jobs.

We recommend the appointment of a standing committee of five members of this Association to keep the matter before the Association, and to prepare a bill for the consideration of the next General Assembly.

Respectfully submitted.

Lee G. Metcalf,
Jno. H. Lloyd,
H. N. Knight,
Committee.

The report was accepted and the committee discharged.

H. C. Mowry moved that the President and Secretary go as delegates from the Illinois Grain Dealers'



DIRECTOR E. R. ULRICH JR. OF SPRINGFIELD, ILL.

Association to the joint meeting at Des Moines. The motion was carried.

The convention then adjourned for supper.

EVENING SESSION.

As soon as President Tanner called the meeting to order John Hill Jr. got the floor and said: I have noticed that the chairman has had occasion to use his knuckles and books to call the Association to order. While at Springfield I noticed the most powerful instrument in securing order was a gavel. During the intermission the Chicago members have provided a gavel, and in behalf of the attendants from Chicago I wish to present this small gavel.

Mr. Hill then carried a large mallet to the platform and presented it to the President.

Mr. Tanner thanked the donors for their thoughtfulness, and then announced that the Board of Directors had decided it would be better to defer appointing the Committee on Legislation until the Legislature again assembled.

As an Executive Committee I will appoint Z. K. Wood of Mt. Pulaski, Edwin Beggs of Ashland, and H. N. Knight of Monticello.

On the Board of Arbitration I will appoint H. C. Hall of Paxton, W. C. Darnal of Bloomington, E. M. Wayne of Delevan, W. B. Newbegin of Blue Mound, Thos. Costello of Maroa.

The appointments were confirmed by the Association.

It was suggested that the members of the Asso-

ciation print on their stationery the words "Members of the Illinois Grain Dealers' Association." Short speeches, pro and con, were made on the suggestion, but no action was taken.

The following resolution was presented and carried:

Whereas, It is a self-evident fact that the interests of the members of this Association are and would be best subserved by the making of net bids from track buyers to them under cover. Therefore be it

Resolved, That we use our best efforts to the end that all bids be made to us in this manner, and that we do give such bids preference over the common postal card bids.

It was moved and carried that the Secretary be ordered to have a number of copies of the Constitution, officers, committees and members printed, and one mailed to each member.

A vote of thanks was tendered to the retiring President, John Crocker.

Secretary Tyler gave an outline of the work of compiling a list of the regular grain dealers in that part of the state south of the Illinois River. He reported that the lists would be completed in a short time, and mailed to members.

W. J. Johnston's paper on the Proposed Tariff on Burlaps and Grain Bags was read. It is published in full elsewhere in this number.

A statement regarding M. E. Seeley's patent on the pivoted swinging deflecting board used under wagon dumps, and his demand of royalties from elevator men who were using the board and infringing the patent, was made by Charles S. Clark of the "American Elevator and Grain Trade."

W. H. Chambers, Secretary of the Grain Dealers' National Association, said the local associations of the West have found some work they could not carry to a successful solution, and the Secretaries have informed me that it could only be carried out by a national association, and our Association will strive to do so. The trade needs a rental from rail carriers for all grain loaded from the elevators of regular dealers. I have already received letters from 12 freight men who will attend our annual meeting, which shows that we are receiving attention from the railroad companies. I trust every regular dealer will attend. All will be welcome.

W. L. Barnum, Secretary of the Millers' National Insurance Co., being called upon to address the meeting on the insurance of grain elevators on the mutual plan, said:

Mr. President and Gentlemen of the Convention:

It is now five minutes of ten, and my train will arrive at 10:20. In Washington it is customary for congressmen to ask leave to print in the Record when pressed for time. So as it is so late, and you are anxious to get away, I will ask leave to print in the "American Elevator and Grain Trade" what I wished to say. The Millers' National Insurance Company, of Chicago has for many years made a specialty of insuring the better class of grain elevators, selected by careful and expert inspectors, whereby the insured have made an average annual saving of about one-half the usual rates paid to responsible board companies.

As losses may be more frequent in one year than in another, to show the economy of mutual insurance it is necessary to take the experience of a number of years, hence this company issues policies for the term of five years, reserving the right of cancellation at any time. The assured also has the right to withdraw at pleasure, and terminate his liability by giving notice to that effect, surrendering his policy and paying whatever may be due at the time of such surrender, and shall thereupon receive his deposit note canceled. If the cash payments exceed the amount properly chargeable, the excess will be refunded in cash.

As a basis for assessments or taxation, levied during the five years of the life of the policy, a deposit note or contract is required for the sum of five annual premiums at schedule or board rate, and at the cancellation or expiration of the policy the deposit note will be canceled and given back to the assured.

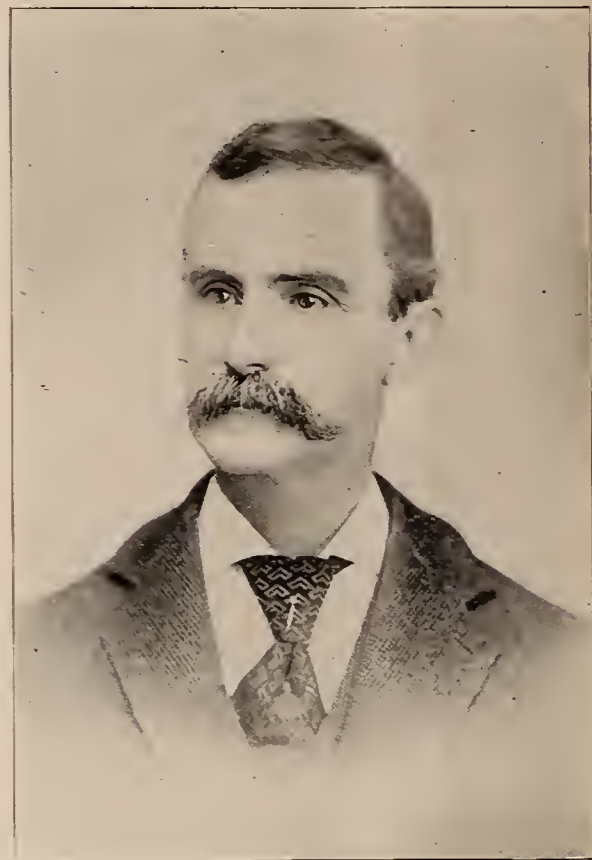
The deposit notes or contracts are neither negotiable nor assignable. They draw no interest, nor are they taxable. They can only be used as a basis for assessments or taxation for the losses and expenses of this company, so each will pay his just share, according to the amount insured, and the hazard of his own property. The statutes of this state, and the charter of this company, expressly limit the liability of the assured to the amount stated in his deposit note, so that he cannot, in any event, be called upon

to pay more to this company, during a term of five years, that he would pay in cash to a board company, while the experience of past years proves that the cost will be only about one-half.

On the issue of our policy a cash premium is required equal to 10 per cent. of the deposit note. The cash so received is reserved as a permanent fund for the payment of losses and expenses as they occur. It is invested in government bonds, and other first-class securities, so that it may be available at all times, and yet be absolutely secure. The interest on the investment is applied on the expenses, and thus inures to the benefit of the policy-holders by reducing assessments.

In estimating the cost of insurance in this company, as compared with that in other companies, the whole amount of the cash premium is not properly chargeable to the first year's expenses, but should be divided by the whole term of the policy, one-fifth to each year, as in case the insured surrenders his policy or the same be canceled by the company before the expiration of the term of insurance (no loss having occurred thereon, and all dues being paid) the cash premium will be refunded pro rata for the unexpired term. The cash premium, together with all subsequent assessments paid, are a credit upon the deposit note, and reduce the contingent liability thereon a corresponding amount.

When a loss occurs to a member of this company, and the amount due under our policy is ascertained,



CHAIRMAN OF EXECUTIVE COMMITTEE Z. K. WOOD OF MT. PULASKI, ILL.

it is paid from the permanent fund, and an assessment is made, by the Board of Directors, upon the deposit note of every member whose policy was in force at the date of the fire for its proportion of the losses and necessary expenses. The collection of assessments is made semi-annually, according to the date of each policy, notice thereof being sent by mail to each member of the company, so as to replace in the treasury the amount taken from the permanent fund in payment of said loss. It will thus be seen that we always have on hand sufficient money to pay losses as they may occur. Safety and stability being our highest aim, the amount insured by this company does not at present exceed \$10,000 on any one risk, or subject to loss by any one fire.

The usual objections urged by opponents of the mutual plan will not apply to the Millers' National Insurance Co. Its large and increasing permanent fund gives ample guarantee for the payment of its liabilities promptly. It does not require the claimant to wait the collection of assessments for that purpose. On the other hand, believing that every business man can use his money more satisfactorily to himself than anyone else can use it for him, the insured is not required to pay a large cash premium in advance, with a promise of a return dividend, which may or may not be realized. He pays for no losses until after they occur, and then only his equal share with all others. The profits of the business are retained by him in the savings made on the premium he would have paid to other companies.

We do not employ local agents. All policies are issued from the home office, and all risks are examined by salaried inspectors who are experts, and

have no interest in recommending undesirable property.

The convention adjourned to meet on call of the Board of Directors.

CONVENTION NOTES.

The only man from Ohio—C. S. Maguire of Cincinnati.

Peoria was represented by D. D. Hall, of Tyng, Hall & Co.

The Decatur dealers, as usual, supplied cigars with a generous hand.

Curtis caused much surprise by voluntarily wearing a gold colored badge.

The "American Elevator and Grain Trade" was represented by Charles S. Clark.

The only machinery man present was A. R. Montgomery, of the Union Iron Works, Decatur.

Emory Kirwan, of the Kirwan Bros. Grain Co., Baltimore, attended his first meeting and joined the Association.

The St. Louis receivers present were Jim Perrott, representing the Brinson-Judd Grain Co.; Harry Hunter, representing the Redmond Cleary Commission Co.

Among those present from Indiana were A. E. Hartley, Goodland; Fred P. Rush, Indianapolis; T. C. Harney, Terre Haute, and B. B. Minor of Indianapolis.

Many fair minded dealers lost their prejudice, and learned that their competitors actually had no horns. The spirit of frankness and confidence is rapidly gaining new friends.

Everybody wanted to stop at the St. Nicholas. The result was that the late comers got left. Two large conventions at the same time evidently is more than Decatur hotels can accommodate.

Without the traveling representatives of the grain receivers, who know everybody, the meetings would be extremely dry and lacking in that social spirit which goes far toward making any gathering of business men an enjoyable event.

W. L. Barnum, Secretary of the Millers' National Insurance Co., made the acquaintance of many of the policy-holders of the company, and explained its advantages to many willing listeners, who are now paying exorbitant rates in stock insurance companies.

W. H. Chambers, Secretary of the Grain Dealers' National Association, made many friends for the national organization, and secured some members. He utilized every opportunity to call attention to the annual meeting of the Association at Des Moines, June 29 and 30.

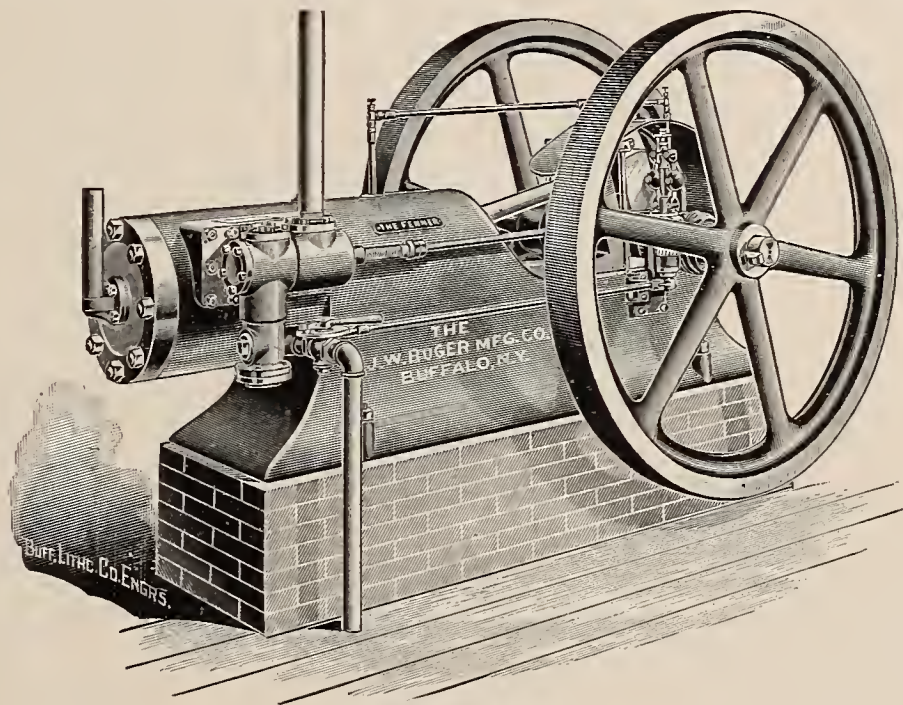
Among the Chicago receivers present were E. F. Rosenbaum, of Rosenbaum Bros.; John Hill Jr., J. W. Radford, representing Pope & Lewis Co.; John F. Howard, representing the Calumet Grain & Elevator Co.; G. B. Deney, representing Milmine, Bodman & Co.; D. H. Winans, representing C. B. Congdon & Co.; W. Armstrong, representing W. R. Mumford & Co.; E. A. Curtis, representing John F. Barrett & Co.; F. W. Anderson, representing E. W. Bailey & Co.; Geo. Watkins, representing Nash-Wright Co.

P. Whalen, who was elected a director of the Association for the ensuing year, started in the grain business in 1880. After spending twelve years in a grain office he accepted the position of cashier of the Citizens' Bank at Cabery, and also the management of the grain and implement business of Porch & Adams at that place, which positions he still holds. Mr. Whalen is familiar with all the troubles of the trade. An energetic and progressive worker in association affairs, he is quick to perceive and act.

The closing of the Board of Trade the day before the meeting on account of the election greatly reduced the attendance from Chicago. A number who desired to attend the meeting, and had expected to go, were compelled to remain at home, so the Grain Trade Party and the special cars over the Illinois Central were abandoned. It would be much pleasanter for those who attend from the northern part of the state, if they would go in a party. Then they could get a party rate to the meeting, and a special sleeper, which would permit of the members of the

party staying in their berths until a reasonable rising hour, and insure their getting a good rest each night.

Among those present were F. Z. Ames, Rutland; A. W. Augspurger, Farmer City; M. R. Alsup, Maroa; Theo. P. Baxter, Taylorville; Edwin Beggs, Ashland; E. W. Briggs, Mansfield; J. C. Boyce, Mt. Zion; Buehrig & Innig, Minier; Willis Brinkerhoff, Redmond; Mark Boatman, Paris; R. E. Bailey, Ulrich; W. L. Bailey, Ulrich; T. A. Bone, Decatur; John Crocker, Maroa; Thos. Costello, J. S. Cameron, Elliott; W. J. Culbertson, Mays; Thos. Clarey and S. Crumbaugh, Leroy; W. L. Dumont, A. S. Dumont, and Newt. Davis, Decatur; A. C. Duncan and J. M. Duncan, Lintner; W. C. Darnall, Bloomington; F. L. Evans, Decatur; T. J. Freeman, Dalton City; C. H. Faith, Warrensburg; E. S. Greenleaf, Jacksonville; B. Gulshen, Herscher; H. C. Hall, Paxton; Robt. I. Hunt, Decatur; Chas. Henn, Redmond; A. D. Herdman, Morrisonville; C. Holcomb, Oakley; W. Herbert, Macon; D. N. Harwood, Shelbyville; J. Inkster, Herscher; P. B. Johnston, Beason; H. N. Knight, Monticello; J. N. Keefer, Harriestown; T. C. Kearney, Ulrich; Jas. Kitchen, Mattoon; J. H. Lloyd, Springfield; J. P. Lichtenberger, Sangamon; J. N. Ledden, Osprey; H. C. Mowry, Forsyth; Lee Metcalf, Illiopolis; J. D. McClean, Arcola; C. M.



THE 1897 GAS ENGINE.

Mullen, Seymour; N. A. Mansfield, Niantic; V. M. Morgan, Murdoch; W. B. Newbegin, Blne Mound; F. M. Pratt, Decatur; O. L. Parker, Kemp; L. B. Probasco, Bloomington; H. B. Rowe, Mt. Pulaski; Chas. H. Ruple, Mt. Pulaski; J. Renshaw, Decatur; Thos. Ryan, Burton View; Adam Ritscher, Taylorville; W. H. Suffern, Decatur; C. E. Shaw, Paris; C. W. Savage, Virginia; B. P. Saley, Champaign; G. Sperling, Dewey; D. S. Shellabarger and W. L. Shellabarger, Decatur; S. S. Tanner, Minier; B. S. Tyler, Decatur; J. H. Taggart, Wenona; E. R. Ulrich Jr., Springfield; E. F. Unland, Pekin; J. H. Uppendahl, Dalton City; C. Voris, Windsor; P. Whalen, Cabery; Z. K. Wood, Mt. Pulaski; G. H. Warren, Cerro Gordo; E. M. Wayne, Delevan; Geo. W. Walker, Walker; John Wiener, Emden; B. T. Watson, Chesterville; E. L. Waggoner, Decatur; J. S. Wiley, Decatur; W. T. Younger, Mays; F. J. Zimmerman, Harvel.

One of the most curious forms of gambling in the world is "rain gambling," which is at its height in Calcutta. The principal rain gambling den is in Cotton Street, Burra Bazaar. No one who has not visited this place can have any conception of the vast crowds which at every hour of the day, and far into the night, pass in and out. The far-famed tank with a spout falling into the courtyard is the one spot where all eyes are fixed. The tank stands at the edge of a second floor roof. Intermittent drizzles, which partly fill this tank, do not count, as the shower to fill it must pour down uninterruptedly, and then the bets are won or lost. Chances are taken either for or against the spout running.

THE 1897 GAS ENGINE.

The popularity of gas engines increases as time rolls on, and deservedly so, when the users of power can obtain as perfect a motive power as is now offered. Among the prominent and successful exploiters in this field is The J. W. Ruger Mfg. Co. of Buffalo, N. Y., which has been in business since 1856, and has always been favorably known in turning out the improved machinery. This company has applied itself diligently for years to improving its gas engine, and now presents for the consideration of all interested a type of prime mover that can be called on its merits "The 1897" gas engine. The engine is named "The Fenner," after the designer, Mr. Fenner, a well-known mechanic of ability.

The important features claimed for the engine are these: Simplicity in design; not liable to derangement; economical in the use of fuel; positive ignition of charge; close governing; quiet running, and durability. In its construction the engine has a light, yet strong appearance, the base and cylinder in the smaller sizes being cast in one piece. This insures a more perfect alignment, and at the same time makes the engine lighter in weight, and more attractive in appearance. In the larger sizes of en-

gines the base and cylinder are separate castings. With them a special starting device is supplied, and tube or spark ignitors can be had, as desired. The governing of the engine is accomplished by the direct and positive control of the gas valve by the governor, which graduates the charge to correspond with the load. Therefore the actual amount of gas consumed is proportionate to the work done.

The engine is automatically oiled, and will run for several days without attention. It will run with manufactured gas, natural gas, producer gas, or gasoline, and requires from 15 to 20 feet of gas per horse power per hour, according to the strength of the gas. The "Fenner" engine is said to be adaptable wherever power is used or required, and is especially available for driving electric light dynamos on account of its steady action. The engine is made in sizes from 5 to 35 horse power. For elevators or mills the fire risk is materially lessened, and the engine is always ready for a run of five minutes or twenty-four hours.

KANSAS DEALERS WILL MEET AT KANSAS CITY.

The Grain Dealers' Association of Kansas will meet at the Ashland Hotel, Kansas City, Mo., Monday, July 5, at 2:30 p. m. A good program is being prepared and a large attendance is expected. The association is in a very prosperous condition, having a membership of 115. All regular dealers of Kansas are requested to be present.

E. J. SMILEY, Secretary.

Dunavant, Kan.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

SHIPMENTS FROM TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the Harbormaster of the port of Tacoma, Wash., the exports from that port during May were valued at \$323,704.45. This included flour amounting to 15,355 barrels, valued at \$60,945; wheat to San Francisco 900 tons; flour to San Francisco, 375 tons. The inward registered tonnage was 45,327, outward 46,259 tons; inward cargoes 7,250, outward 50,057 tons. Deep sea arrivals 37, departures 37.

Yours truly, SAMUEL COLLYER,
Secretary Chamber of Commerce,
Tacoma, Wash.

USED DEFLECTING BOARD IN 1879.

Editor American Elevator and Grain Trade:—I recently received from P. F. Murray of Bloomfield, Nebr., the following letter, which explains itself:

"In answer to your communication in the 'American Elevator and Grain Trade' for May asking for information in regard to a deflecting board in what I call a double dump, I wish to say that in 1879 the firm of Murray Bros., of which I was a member, built an elevator at Harlan, Iowa, in which were two double dumps both with the swinging board device. The elevator was destroyed by fire in 1882. We rebuilt it that same summer, constructing three dumps, two for small grain, and one for corn, in which we placed the dividing board in order to separate the shelled from the ear corn. That elevator is still standing at Harlan, Iowa, and is known as elevator No. 1. It is operated by Dow & Sandham. Grain dealers along the Rock Island Railroad in Iowa can tell you that the deflecting board on which Seeley claims to have a patent is nearly as old as he is."

I do not think we shall have any more trouble regarding the Seeley claim of infringement in the deflecting board in elevator dumps. Mr. Seeley has offered to settle with several dealers for anything at all. He first demanded \$50, then dropped to \$25, and finally said he would settle any way satisfactory to them. I have heard of only two dealers settling with him, and they are now kicking themselves for having done so.

The Grain Dealers' Association of Kansas will hold its next regular meeting at Kansas City on July 5.

Yours truly, E. J. SMILEY,
Dunavant, Kans. Secretary.

USED DEFLECTING BOARD IN DUMPS IN 1879.

Editor American Elevator and Grain Trade:—Regarding the different communications in the May number of the 'American Elevator and Grain Trade' relative to the matter of the Seeley patent on the shifting door in dumps, I would say that in my opinion no dealer should pay any attention to this matter.

It can most assuredly be proven that devices of this character were in common use prior to the time that Mr. Seeley received his patent on arrangements of this character, or on his so-called hopper bins. In almost every elevator that was built prior to the time in question, Nov. 13, 1883, one or the other of these devices was used for this purpose. I see that Mr. Seeley is not pressing the matter of hopper bins, I suppose for the reason that he readily sees it would be time wasted to do so. I can cite one elevator at Hepburn, Iowa, built in 1879, and still standing, that has had in use ever since it was built both the shifting device or door, and hopper bins.

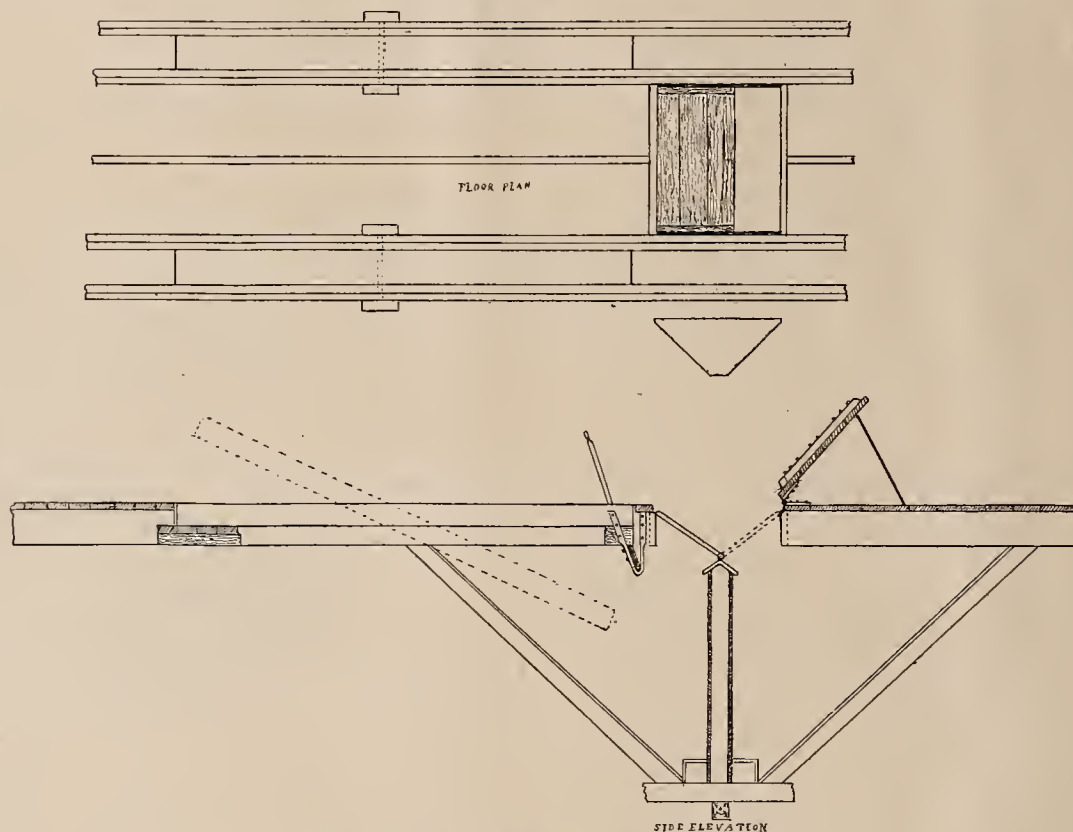
This whole matter savors a good deal of the dump deal that was worked on the trade in the past, and which was so completely knocked out; and I would say to the dealers at large, that if they will positively refuse to consider the matter in any way with Mr. Seeley, and if suit is brought, the Grain Dealers' National Association will, with the support of the deal-

ers, undertake to carry the matter through to the courts of last resort, and we will win. But I do not anticipate that we will ever have to do anything of the kind, for the reason that I do not anticipate that Mr. Seeley would be mistaken enough in his premises as to try to enforce the matter. Patents can be secured easily enough, but it is another matter to establish their priority and make them stick.

Yours truly, W. H. CHAMBERS,
Secretary Grain Dealers' National Association,
Des Moines, Iowa.

BEEN MAKING DUMPS WITH DEFLECTING BOARD 25 YEARS.

Editor American Elevator and Grain Trade:—We do not know exactly what M. F. Seeley claims in his pivoted board in dumps to divert grain to one of two bins. We have been making divisions under dumps for this purpose for 20 years. We give herewith a drawing of a dump with deflecting board. Our draftsman says he has been making them for 25 years, and has put them in when millwrighting. We cannot say just now as to where they are being used, but will make affidavit to the fact that the idea is as old as the elevator business. In many



STYLE OF DUMP MADE FOR TWENTY-FIVE YEARS.

cases we have made dumps in this way for dumping white and yellow corn.

Yours truly, UNION IRON WORKS,
A. R. Montgomery, Secretary.
Decatur, Ill.

WHY GRAIN VALUES ARE LOW.

Editor American Elevator and Grain Trade:—Low prices of grain have been attributed to overproduction so often, and by so many men who were supposed to be in a position to know the truth, that it is now the generally accepted belief. It is undeniably true that overproduction of anything, no matter what it may be, tends to lessen its commercial value, but I cannot admit, nor do I believe, that the extremely low prices of corn and oats that have prevailed for the two last years were the results of overproduction. To what influence or combination of influences are they then due? Before I attempt to answer this question let us compare late crops and prices with those of other years. In order to make comparisons more equitable and escape a possible complaint of having selected years most applicable, I will group them together in terms.

The average yearly production of wheat in the United States for the years 1889, 1890 and 1891 was 500,534,000 bushels; in the years 1894, 1895 and 1896, it was 451,685,000 bushels, making an excess in the first three years of 146,548,000 bushels. Notwithstanding that the wheat crops of the world were 648,000,000 bushels greater in the last term of years than in the first, this country exported a larger per cent of its production, in the last term, although the

total exportation during the first term was 34,000,000 bushels greater. But considering the magnitude of the figures the difference in exports is unimportant. On the theory that overproduction causes low prices the price of wheat for the last term should have averaged higher than in the first, but the contrary is true. During 1890, 1891 and 1892, the years in which the crops of 1889, 1890 and 1891 were sold, the price of No. 2 wheat in the Chicago market, regardless of whether it was winter or spring, ranged from 69½ cents to \$1.16 per bushel, averaging 90½ cents. During the years in which the crops of the second term were sold, that is to say, 1895, 1896, and to June 1, 1897, including the large premiums paid for winter wheat, the price ranged from 48¾ cents to 97½ cents, averaging 73¾ cents. Does it seem possible that in the light of this record the depreciation of 18 cents per bushel in the value of wheat can be due to overproduction? Can it be rightfully claimed that there has been an overproduction of wheat in this country or in the world in the last three years when reserve supplies have been steadily reduced until they are now close to the danger line?

It sometimes seems as if people never will cease

talking about the "bumper" crops of corn raised in 1895 and 1896, and they were record breakers, but if we compare the aggregate production for the same term of years as taken for wheat, it will be seen that in the first term this country produced 15,250,000 bushels more than in the last three years. Our figures, excepting those in relation to prices, are all taken from reports of the agricultural department of the government, and whether true or not, there is no other authority.

The quantity of corn exported in any year is such a small part of the mass produced that it has no particular effect on values, but the exports from the crops of 1894, 1895 and 1896 were \$3,000,000 bushels larger than those from the crops of 1889, 1890 and 1891. During the years in which these crops were marketed the average price of No. 2 corn in the Chicago market was 55½ cents for the first term of years, and only 29½ cents for the last term when the production was a little less, and the quantity exported much larger. Is this great difference in prices the result of overproduction?

The average price of oats in this market during the years in which the crops of the first term were marketed was 35½ cents per bushel; the average price during 1895, 1896, and up to June 1, 1897, was 19½ cents, or 15½ cents lower than for the first term. Of the three leading cereals raised in the West oats is the only one of which the production was greater in the last term of years considered than in the first, but it is an unreasonable conclusion that the total excess of only 180,000,000 bushels of the last three years justifies a depreciation in value

of almost 50 per cent., and especially does it seem unreasonable when the excess of exports and the increased consumption and exportation of oatmeal in the three last years more than equal the surplus.

Some may say that the passing of the horse has reduced the consumption of oats sufficiently to cause the depreciation in value; but is it true? Has the horse passed? It is true that the number of horses in the United States has materially decreased in the two last years, but it is also true, according to government statistics, that the average number in this country on Jan. 1, 1895, 1896 and 1897 was 537,771 more than the average total on the same date of the other years. Can you, by any basis of reasoning or official records, substantiate the claim that overproduction of oats is the cause of the extremely low prices that have prevailed for two years? It would be more reasonable to think that the smaller number of hogs and cattle in this country on January 1 of the last three years, the total of the three years averaging 13,812,000 less than a like average on January 1 of the other years, reduced the consumption of corn, and was a direct influence in causing low prices of that cereal and sympathetically effecting the value of oats.

But are there not other and more substantial reasons why prices of grains are low? The "passing" of grain speculation, concentration of business, and division of territory in which to operate for the purpose of eliminating competition in buying grain so as to secure it at the lowest possible prices in order to meet the broader and stronger competition in selling it; the accumulation and holding against all demands of large stocks in Chicago by elevator men for storage purposes, which is a recent custom, and one full of serious results; the growing practice of selling some option as a hedge against loss on cash grain wherever located; the method pursued by elevator men of buying grain direct of country dealers while neglecting, and sometimes refusing, to buy daily receipts in the Chicago market for the purpose of depressing values; continued manipulation of the speculative market by those in power until enough buyers cannot be induced to trade to absorb and carry the offerings of professional sellers, and the sales against cash grain, all these and many other reasons could be named and elucidated whose united influence has been, and is far more disastrous to grain values than any overproduction that we have yet had.

E. W. BURDICK.

Chicago.

A Grain Palace will be held as usual at Aberdeen, S. Dak., next fall.

What's the matter with Kansas? Farmers report that in the Caney Valley wheat stands on an average over 5 feet high, and that in some places it is 6 feet high.

Attend the meeting of the Grain Dealers' National Association, at Des Moines, June 29 and 30. An interesting program is being prepared and the local dealers propose to entertain the visitors lavishly.

Brewer & Hanleiter, grain merchants of Griffin, Ga., recently petitioned the Railroad Commission for a reduction of one-third in all freight rates in Georgia. The commission refused to grant the petition without hearing from the railroads.

The law fixing the standard of weights and measures of grain, etc., in Kansas is now in effect. The standards in pounds per bushel are: Wheat, 60; rye, 56; shelled corn, 56; ear corn, 70; rice corn, 56; sorghum seed, 56; buckwheat, 50; barley, 48; oats, 32; bran, 20; corn meal, 50; beans, 60; clover seed, 60; millet seed, 50; Irish potatoes, 60; flaxseed, 56; blue grass, 22; timothy, 45; coal, 80; lime, 80; Kaffir corn, 55.

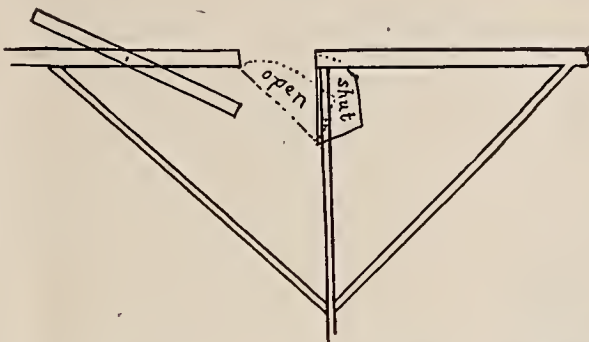
The grain merchants of Tacoma, Wash., recently sued State Auditor Cheetham, State Treasurer Young and Grain Inspector Wright, to prevent the appropriation of the grain inspection fund for the payment of salaries and other expenses incurred in that office. The Superior Court of Pierce County decided in favor of plaintiffs, and grain inspection will continue for two years with no money for salaries and other expenses. The Legislature forgot to make the required appropriation.

QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No. 24. Used a Deflecting Board Prior to Nov. 13, 1883.

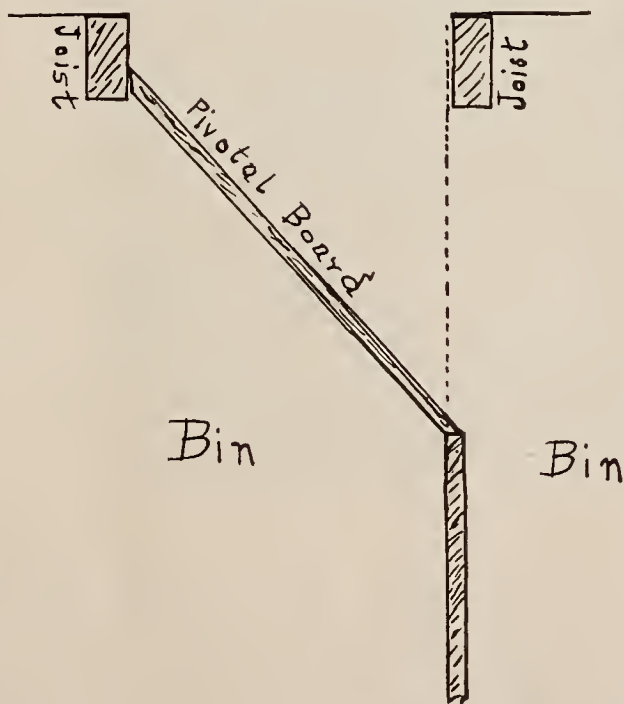
In reply to query No. 22, I will say that the deflecting board under dump was in use in the old Failing Elevator at Macon, Ill., prior to Nov. 13, 1883. It consisted of a swinging door with side-boards attached. It was hinged at the bottom to the partition wall between the bins, and formed



part of the partition wall when closed. The dump opening was entirely on one side of the partition, and allowed the grain to drop into the bin under the dump when the door was closed. When the door was open the grain passed through the partition into the next bin. I submit a drawing of this device.—C. H. FAILING, Milmine, Ill.

No. 25. Does Deflecting Board Infringe Patent?

We notice an article in the "American Elevator and Grain Trade" of May 15 in regard to the patent right of M. F. Seeley, Fremont, Nebr., on a wagon dump pivotal board. This is practically the kind of dump that is embodied in the style of elevator we build. We never heard of Mr. Seeley having any claims on it. We thought of having it patented ourselves till we figured out that it was only a modification of the one which has been in use ever since elevators were first built in this country. This being the case, we did not include it in our copyright of plans which cover several other important features. Our device of a pivoted board is shown in the accompanying drawing. The board fits flat against the joist of the division dump wall. In our improved plans

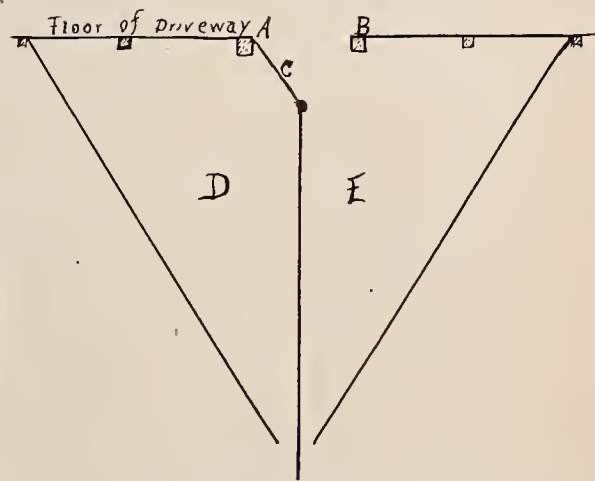


this joist is cut away and the board fits against a joist corresponding to the one shown on the left, but in a much neater manner. We would like information as to whether the two kinds of deflecting board, i. e., one that in separating the grain on one side merely stood upright, and the other that was thrown clear over and rested in the same position, only reversed, for the other bin, were identical in action, and whether if one was covered by Mr. Seeley's patent the other would also be. In the one represented as perpendicular there is no doubt of prior use, and we can substantiate it by plenty of competent testimony. The

point with us is, if this perpendicular form existed before Mr. Seeley's patent was issued, and cannot be covered by said patent, whether the second and better form on the same principle is covered by his patent in case it was not in use prior to the issuance of his patent. Although we were not aware of any patents being on these boards, when we planned our elevators we invented this form ourselves, never having seen anything but the perpendicular form. In copyrighting several parts of our plans we omitted this after giving the matter considerable thought, as we could not see that there was sufficient variation from the upright form to base any claim on to give us the right to its use exclusively. We still think so, but would like to be confirmed in it. We do not wish to infringe on anyone's patent, and if Mr. Seeley has a right to this device we wish to know it immediately. We have sufficient evidence, that will be acceptable to the courts, of the construction of two or three dumps similar to the one shown in the drawing before Nov. 13, 1883, and can cite witnesses sufficient in number to prove it.—KANSAS.

No. 26. Used Deflecting Board in Dump in '79 and '80.

In Query No. 22 in the "American Elevator and Grain Trade" for May 15 information is asked regarding the use of a swinging deflecting board prior to 1883. I do not quite understand what is meant,



but in 1879 and 1880 I ran an elevator at Albion, Iowa, the dump of which had a partition. A board was attached to the top of the partition so that the board could be turned or flopped either way in order to allow the grain to be run into either part of the dump.

For instance, in the accompanying drawing of a dump for oats and barley the board is set for dumping oats into E. To dump barley into D the board C is turned from point A to point B. I think this is the arrangement referred to in the query. It was in use in the elevator at Albion several years before I began to operate it. It was known as the Grange Elevator, and I believe it was built by the Grangers' Association.—J. E. STOTT, Manager Pringhar Elevator, Pringhar, Iowa.

No. 27. Information on Bleaching Oats Wanted.

In the "American Elevator and Grain Trade" of December, 1896 [also page 253, January number], was an article on bleaching or treating oats by fumigating them with sulphur forced upon them by steam. Will someone kindly give us further information on this subject? We would like to know when, where and by whom the method was first used; if there are any laws against it in Illinois, or any legislation attempted, and when. We would like all the information possible on the subject, and will be greatly obliged for any particulars.—RIDER GRAIN CO., Kentland, Ind.

Rocky Mountain locusts are reported to have appeared in different parts of South Dakota. Radical measures are being employed to eradicate this pest, which is so destructive to all grain crops, and it is hoped they will prove successful.

Notwithstanding low prices for broom corn the acreage of Sterling Township, Kansas, this year, is 1,814 acres, nearly double that of last year, and there are 5,114 acres in Rice County. A trainload of 20 cars left Sterling a short time ago, and others have followed.

GASOLINE ENGINES FOR ELEVATOR WORK.

The practical adaptability of the gasoline engine for the operation of machinery used in grain elevators and flour and feed mills has proven it to be in every way the ideal power for this class of work, and its general adoption by elevator men is rapidly increasing. The accompanying illustration represents a modern elevator of moderate size, with grain cleaning machinery located on the first floor, and a Fairbanks-Morse Engine placed at a convenient point where the line shaft is most access-

be stopped and allowed to stand until such time as it is again required, as the starting of the gas engine is so easy that it can be done in less time than would be required to dump a load of grain. With this fact in view, it is not necessary to keep the engine running at times when not actually required, and, as all expense stops when the engine is not running, it is a most economical as well as a convenient power for elevators and cleaning houses.

Pulleys used on these engines are made to receive shifting belts with face double the width of belt. The tight and loose pulleys are located on the line

is, that whenever the governor is in action and whenever the engine is not taking its supply of fuel, the exhaust valve is open, and, therefore, the piston is moving in free air. If the exhaust valve was not open, then the piston passes air in the cylinder, and this acts as a brake on the engine, and necessitates its taking a fresh supply of fuel sooner than the work it is doing really requires; therefore, the advantage of having the exhaust valve kept open when the engine is in action is very evident.

The engines are provided with two heavy fly-wheels, which prevent the sudden throwing on of the load from causing the engine to slow down or stop. The Fairbanks-Morse Gasoline Engine is manufactured by Fairbanks, Morse & Co. of Chicago, and is unquestionably one of the best engines made. It is said to be of a slower speed than any other engine and approaches modern steam engineering practice in this particular. The makers will be very glad to furnish catalogue showing the special adaptations of their engine for various purposes, and they have issued special catalogues bearing upon the different subjects, such as elevator service, pumping and general manufacturing.

DOTS AND DASHES

Yes, it is hot; but say, isn't this great corn weather?

Every regular grain dealer should go to Des Moines June 29 and help to advance the work of the national organization.

The grand jury of New York has indicted the managers of the "Open Board of Brokers," 46 Broad Street, for alleged "bucket shopping" business.

Officers of the Corn Palace Association have begun to discuss plans for the exhibition of 1897, which they propose to hold as usual at Sioux City, Iowa.

Cotton, one time king, has been deposed by corn, hay and wheat, as the value of these products for 1896 shows: Corn, \$650,000,000; hay, \$451,000,000; wheat, \$322,000,000; cotton, \$276,000,000.

The Rock Island road now applies milling in transit privileges on corn when transformed into starch and glucose in shipments from Des Moines east, adding 1 cent per 100 pounds in addition to the regular corn rate.

Twenty-seven farmers recently signed a petition for a grand jury for the purpose of investigating the failure of the North Dakota Milling Co., and the grand jury is now at work on the case at Grand Forks. The farmers held tickets for wheat stored in the company's elevators, for which they want an accounting.

We are indebted to F. D. Coburn, Secretary of the Kansas Board of Agriculture, for a copy of the report of the Board for the quarter ending March 31, 1897. Part 1 is taken up with a consideration of farm poultry, the rearing, management, etc., of the helpful hen and others of its kind. The report should be of the greatest value to poultry raisers.

On June 8 fifty suits were filed in the Will County Circuit Court at Joliet, Ill., in behalf of the Chicago & Pacific Elevator Co., whose elevators on Goose Island, Chicago, were burned October 27, 1896. The defendants are various insurance companies, which have not yet settled the fire losses. Over \$100,000 in damages are alleged. April 23 last twenty suits in assumpsit were filed at Joliet, involving the same litigation, making seventy-nine suits by this company awaiting trial.

Present charges for transporting wheat from Duluth to New York, says the Duluth Commercial Record of June 11, are certainly the lowest on record, and probably as low as Chicago ever had. The actual transportation charge, including Buffalo elevator charges, is 4½ cents, of which 1½ cents is the lake rate. Wheat can be put aboard foreign steamers at New York from here for 6½ cents. And it costs 15 cents to bring the same wheat from Bismarck to Duluth, a distance of 450 miles.



GASOLINE ENGINES FOR ELEVATOR WORK.

ible. If the elevator is designed with this power in view, it is said that it is not necessary to make room or provide for a detached room or building, which would be required if steam were the chosen power. As the engine requires so little space, a place can nearly always be found in the elevator proper. If the elevator has been operated by some other power, which is to be replaced by gasoline engine, the engine can be set as shown, or can be located in the place occupied by the power plant used previously.

The engine is connected to the line shaft of the elevator by belt. A tight and loose pulley or friction clutch is used on line shaft so that the engine can be started without the load of the line shaft or machinery. This also allows the machinery to be stopped without stopping the engine. If the elevator work is not constant the engine can

shaft except where a friction clutch or clutch coupling is preferred. In this case the tight and loose pulleys are not required. The object of a friction clutch pulley, or tight and loose pulley, is to enable the engine to start without a load, and in case of sudden stop or clogging, it is only necessary to shift the belt or throw out the lever on the clutch, allowing the engine to continue to run while the shaft comes to rest. No increase in speed of engine can take place, as the governor is automatic and controls the speed.

The engines are very simple in design, there being but two valves on the engine, and both of these are water jacketed, thus preventing any possibility of the seats getting out of shape, and providing absolutely an automatic action of the closing of the valves. There is a special feature in this engine which is well worthy of notice, and that

THE NATIONAL ASSOCIATION WILL MEET.

The Grain Dealers' National Association will hold its annual meeting at Des Moines, Iowa, June 29 and 30. Secretary W. H. Chambers informs us that the program now in preparation is as follows:

TUESDAY—MORNING SESSION.

Observatory Building, Room 901.
Convene at 10 a. m.
Address by President E. S. Greenleaf.
Address of welcome by J. W. Hill, President of the Commercial Club.
Address by Capt. M. T. Russell.
11 a. m.—Kirkwood Club Room.
Meeting of all officers of National, Illinois, Nebraska, Kansas, Southwest Iowa and Northwest Missouri Associations, who are in attendance.

AFTERNOON SESSION.

Convene at 1 p. m.—Kirkwood Club Room.
Meeting of Board of Directors, National Association.
Observatory Building, Room 901.
Convene at 2:30 p. m.
Business Session.
Reading of the minutes of meeting of November 9.

Appointment of following committees by the President: Three, on Proposed Amendments. Three, on Resolutions. Report at afternoon session, Wednesday. Five, Nomination of Officers. Report at morning session Wednesday.

Annual report of Secretary Chambers.
Financial report.
Report of Chairman Transportation Committee, B. A. Lockwood.
Report of Committee on Amendments.
Important business.

EVENING SESSION.

Convene at 8 p. m.
Address—N. B. Heatt, Willis, Kans., President Kansas Association, "Needs of the Grain Trade as Seen from Kansas."
Address—A. E. Clutter, Lima, Ohio, "What is Needed in Ohio."

Paper—C. J. Phillips, Division Freight Agent C. R. I. & P., Des Moines, Iowa, "The Relation of the Railroads to the Grain Interests of the Country."

Paper—E. F. Catlin, Vice-President Brinson-Judd Grain Co., St. Louis, Mo., "Commission Merchant, Receiver, and the Grain Dealers' National Association—The Benefits to Each."

Paper—Col. W. L. Barnum, Secretary Millers' National Insurance Co., "Elevator Insurance."

Paper—Warren T. McCray, Kentland, Ind.
Address—B. S. Tyler, Secretary Illinois Grain Dealers' Association, Decatur, Ill., "Will Association Work Remedy Any of the Present Conditions of the Grain Trade?"

A general discussion will follow.

WEDNESDAY—MORNING SESSION.

Convene at 10 a. m.
Report from meeting of officers of associations.
Report of committees.
Election of officers.

AFTERNOON SESSION.

Convene at 2:30 p. m.
Paper—Charles S. Clark, of the "American Elevator and Grain Trade," will give an explanation of the patent claims of M. F. Seeley, pertaining to deflecting board under dumps.
Discussion of paper and proposed action.
Report of Committee on Resolutions.
Unfinished business.

EVENING.

At 7 p. m. the steamer Leahman will take the dealers on an excursion up the Des Moines River. Luncheon and music.

Reduced rates have been granted from Kansas, Nebraska, Minnesota, Iowa, Missouri, Illinois, Indiana, Ohio, Michigan and Wisconsin, on the certificate plan. Everyone attending must secure from the railroad agent a certificate of purchase of one full fare ticket through to Des Moines, and 100 attending meeting, with your certificate duly signed by the Secretary and joint agent, you will be furnished by the railroad companies return passage at one-third full fare. Rates will apply June 26, and good to return up to and including July 2, 1897. Immediately on arrival in the city deposit your certificates with the Secretary, and they will be duly arranged and returned to you at afternoon session on Wednesday.

Good hotel accommodations can be had in the city. The Kirkwood Hotel has been selected as headquarters, as it can accommodate a large number.

Everyone who is able should attend this meeting,

as it is the real start to placing a national association of grain men before the trade, to work for the general interests of the trade. Dealers will be present from nearly all sections of the central part of the country, and each one will have information to give the meeting that will be of interest.

Notify Secretary so arrangements can be made for your accommodation.

W. H. CHAMBERS, Secretary,
511 Iowa Loan and Trust Building.
Des Moines, Iowa.

Late Patents

Issued on May 11, 1897.

Corn Sheller.—John Q. Adams, Marseilles, Ill. No. 582,335. Serial No. 560,902. Filed Aug. 29, 1895. See cut.

Baling Press.—Joseph Dismar, Montpelier, Ind., assignor of one-half to Solomon D. Green, same place. No. 582,463. Serial No. 604,894. Filed Sept. 4, 1896.

Oil or Gas Engine.—Henry T. Dawson, London, England. No. 582,271. Serial No. 582,424. Filed March 9, 1896.

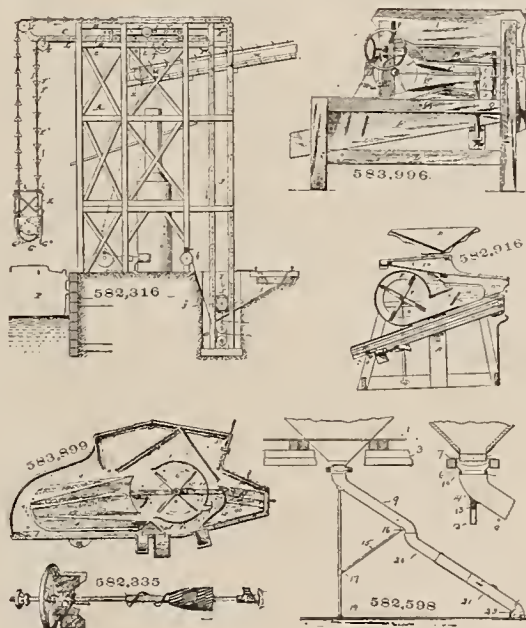
Elevator.—Alexander Ray, Philadelphia, Pa., assignor of one-half to Edward S. Lowry, same place. No. 582,316. Serial No. 611,865. Filed Nov. 12, 1896. See cut.

Igniter for Explosive Engines.—Oscar Mueller, Decatur, Ill. No. 582,540. Serial No. 600,168. Filed July 22, 1896.

Igniter for Gas Engines.—John W. Lambert, Anderson, Ind. No. 582,532. Serial No. 596,611. Filed June 23, 1896.

Grain Door.—Andrew J. Gold, Staples, Minn. No. 582,197. Serial No. 593,820. Filed June 1, 1896.

Adjustable Swiveled Grain Spout.—Charles E. Bird, Minneapolis, Minn., assignor of one-half to



Honstain Bros., same place. No. 582,598. Serial No. 622,999. Filed Feb. 11, 1897. See cut.

Oil or Gas Engine.—Henry T. Dawson, London, England. No. 582,271. Serial No. 582,424. Filed March 9, 1896.

Issued on May 18, 1897.

Baling Press.—George W. Murphy, Georgetown, Tex., assignor of one-half to Joseph M. Page, same place. No. 582,940. Serial No. 604,094. Filed Aug. 27, 1896.

Gas Engine.—James A. Charter, Beloit, Wis. No. 582,620. Serial No. 545,374. Filed April 11, 1895.

Grain Door.—Arthur Lipschutz, Chicago, Ill. No. 582,865. Serial No. 598,472. Filed July 8, 1896.

Grain Separator and Cleaner.—James F. Hatfield, Fountain City, Ind. No. 582,916. Serial No. 586,238. Filed April 4, 1896. See cut.

Machine for Treating Seeds.—Nils H. Nilsson and Emil T. Thermanius, Svalof, Sweden. No. 582,873. Serial No. 579,735. Filed Feb. 18, 1896.

Issued on May 25, 1897.

Gas or Vapor Engine.—George W. Lewis, Chicago, Ill. No. 583,399. Serial No. 555,974. Filed July 15, 1895.

Horse Power Apparatus.—Francis Nogues, New York, N. Y. No. 583,076. Serial No. 619,634. Filed Jan. 18, 1897.

Machine for Washing Grain.—Faustin Prinz, Milwaukee, Wis. No. 583,082. Serial No. 586,077. Filed April 3, 1896.

Issued on June 1, 1897.

Baling Press.—Peter K. Dederick, Loudonville, N. Y. No. 583,459. Serial No. 494,243. Filed Dec. 20, 1893.

Baling Press.—Peter K. Dederick, Loudonville, N. Y. No. 583,460. Serial No. 511,062. Filed May 12, 1894.

Baling Press.—Peter K. Dederick, Loudonville, N. Y. No. 583,461. Serial No. 549,574. Filed May 16, 1895.

Baling Press.—Peter K. Dederick, Loudonville, N. Y. No. 583,462. Serial No. 552,467. Filed June 11, 1895.

Corn Sheller.—George W. Nelson, Five Forks, Pa. No. 583,542. Serial No. 615,144. Filed Dec. 10, 1896.

Cob Stacker for Corn Shellers.—John H. Knapp, Decatur, Ill., assignor to the Union Iron Works, incorporated, same place. No. 583,649. Serial No. 631,789. Filed April 12, 1897.

Means for Controlling and Regulating Operation of Gas Engines.—George Westinghouse Jr. and Edwin Rudd, Pittsburg, Pa. No. 583,585. Serial No. 571,386. Filed Dec. 7, 1895.

Means for Obviating Smell of Internal Combustion Engines.—Gustav Langen, Philadelphia, Pa. No. 583,600. Serial No. 575,516. Filed Jan. 14, 1896.

Electric Igniter for Gas Engines.—George Westinghouse and Edwin Rudd, Pittsburg, Pa. No. 583,586. Serial No. 606,624. Filed Sept. 22, 1896.

Gas Engine.—Harry B. Maxwell, Rome, N. Y.—No. 583,495. Serial No. 598,926. Filed July 13, 1896.

Gas Engine.—Lewis H. Nash, South Norwalk, Conn., assignor to the National Meter Co., New York, N. Y. No. 583,627. Serial No. 352,736. Filed May 22, 1890.

Gas Engine.—John W. Raymond, Racine, Wis. No. 583,507. Serial No. 575,303. Filed Jan. 13, 1896.

Gas Engine.—John W. Raymond, Racine, Wis. No. 583,508. Serial No. 575,304. Filed Jan. 13, 1896.

Gas Engine.—John H. Tuffs, Syracuse, N. Y. No. 583,872. Serial No. 561,893. Filed Sept. 9, 1895.

Gas Engine.—George Westinghouse and Edwin Rudd, Pittsburg, Pa. No. 583,584. Serial No. 634,463. Filed April 22, 1896.

Gas or Oil Engine.—Louis H. Nash, South Norwalk, Conn., assignor to the National Meter Co., New York, N. Y. No. 583,628. Serial No. 575,459. Filed Jan. 14, 1896.

Hay Press.—William A. Kyle, Scottsboro, Ala. No. 583,599. Serial No. 611,264. Filed Nov. 6, 1896.

Issued on June 8, 1897.

Gas Engine.—Franz Burger and Henry M. Williams, Fort Wayne, Ind. No. 584,282. Serial No. 519,205. Filed Aug. 1, 1894.

Gas Engine.—Frederick C. Griswold, Port Jefferson, N. Y., assignor of one-half to Martin L. Chambers, same place. No. 584,130. Serial No. 613,367. Filed Nov. 25, 1896.

Gas or Vapor Engine.—Presley B. McLelland and Stephen D. McLelland, Chicago, Ill. No. 584,188. Serial No. 572,816. Filed Dec. 20, 1895.

Gasoline and Gas Engine.—William F. Davis, Waterloo, Iowa, assignor to the Davis Gasoline Engine Company, same place. No. 583,982. Serial No. 551,325. Filed May 31, 1895.

Hay Press.—William T. Young, Fort Worth, Tex., assignor to the Southwestern Bridge & Iron Co., same place. No. 584,300. Serial No. 572,865. Filed Dec. 21, 1895.

Apparatus for Separating Moisture from Grain.—Charles J. Robinson and Thomas Birks, Rochdale, England. No. 584,195. Serial No. 580,738. Filed Feb. 25, 1896.

Seed Cleaner and Purifier.—Thomas J. Hatfield, Dublin, Ind., assignor to Henry Valentine, Anderson, Ind. No. 583,996. Serial No. 573,402. Filed Dec. 26, 1895. See cut.

Clover and Timothy Recleaning and Separating Attachment for Separators.—Alfred D. Ferguson, Odessa, Mo. No. 583,899. Serial No. 612,385. Filed Feb. 18, 1895. See cut.

DESIGNS.

[Issued since our last publication.]

Frame for Explosive Engines.—John A. Secor, Brooklyn, N. Y. No. 27,037. Serial No. 626,554. Filed March 8, 1897. Designs for a Frame for Explosive Engines.

The Detroit Market Record reports that the wheat fields of Washtenaw, Lenawee and Monroe, and adjoining counties, show a heavy mixture (one-third to one-fourth) of rye. This is a serious matter to farmers, as it will reduce the market value of wheat (thus mixed) 10 to 20 cents per bushel. Boys should be started through the fields at once to remove the rye, by pulling it out by the roots or by cutting the heads off with a sharp sickle.



J. Hemmisch's brewery at Melrose, Minn., was destroyed by fire recently.

A large brewery may be erected at Council Bluffs, Iowa, by local capitalists.

Ludwig & Bnlin have succeeded Ludwig & Norz, brewers of Hillsboro, Wis.

The Allentown Brewing Co. has completed its brewing plant at Allentown, Pa.

Geo. J. Raab has succeeded R. C. Osterhout in the brewing business at Reading, Pa.

The Brand, Bullen & Gnd Co.'s new malt house at Chicago is nearing completion.

Wrinkler & Walk have succeeded Schrecker & Snyder, brewers of Owensboro, Ky.

The plant of the Gregg Malting Co. of Oneida, N. Y., was recently destroyed by fire.

The Germania Brewing Co. has succeeded the Palmetto Brewing Co. at Charleston, S. C.

Edw. L. Binder has succeeded to the brewing business of Luke Binder at Renovo, Pa.

Miller M. Spangler, maltster of Cleveland, Ohio, died at that place May 25, aged 85 years.

The Hazel Brewing Co. of Hazleton, Pa., has commenced the erection of its brewing plant.

Schober & Peterson have succeeded Schober & Hendricks, brewers of Cottonwood, Idaho.

The Albert Brewing Co.'s plant at Washington, D. C., is to be enlarged by a two-story addition.

The Chester Brewing Co. has been organized at Chester, Pa., to succeed Fossberger & Killinger.

The Consumers' Brewing Co. of Lowell, Mass., will erect an addition to its plant to cost \$40,000.

The American Brewing Co. has been incorporated at Philadelphia, Pa., by M. F. Wilhere and others.

The Consumers' Brewing Co. has been incorporated at Newark, Ohio, with a capital stock of \$75,000.

The Bloomsburg Brewing Co. has been incorporated at Bloomsburg, Pa., with a capital stock of \$75,000.

The Wm. Ruehl Brewing Co. has been incorporated at Chicago, Ill., with a capital stock of \$100,000.

The Hartmann & Fehrenbach Brewing Co. of Wilmington, Del., has increased its capital stock to \$500,000.

Jacob Dick has purchased Anton Muller's brewery at Rice Lake, Wis., and has engaged in the brewing business.

The Montreal Brewing Company has been incorporated at Montreal, Que., with a capital stock of \$150,000.

The Consumers Brewing Co. of Springfield, Mass., is now operating William Ritter's brewery at Chicopee, Mass.

James Cummings' brewery at Kingston, N. Y., was set on fire by incendiaries May 15 and destroyed. Loss \$20,000.

Philip Lanx has engaged in the brewing business at Lewistown, Mont., having succeeded the Lewistown Brewing Co.

Col. E. B. Parsons of Sodus Point, N. Y., one of the most prominent maltsters of New York, died May 6 at the age of 57.

The firm of Breitkopf & Trommer, brewers of Brooklyn, N. Y., has been dissolved, J. F. Trommer succeeding to the business.

H. W. Rickel's malt house at Detroit, Mich., was burned May 9, entailing a loss of \$20,000 to the building and \$50,000 to the malt.

The Standard Brewery Co. has been incorporated at Baltimore, Md., with a capital stock of \$150,000, by John Marr and others.

A patent has been issued to William H. Prinz of Chicago, Ill., for a malt house. Mr. Prinz is assignor to the Saladin Pneumatic Malting Construction Co. of Chicago. The number of the patent is 582,431. The serial number is 399,045. Filed July 13, 1896.

The E. K. Warren Brewing Co. of Rochester, N. Y., has been placed in the hands of a receiver. Assets and liabilities are about equal.

The John S. Biefeldt Brewing Co. has been incorporated at Thornton, Ill., with a capital stock of \$50,000, by John W. Biefeldt and others.

The Great Western Brewing Association will erect a brewery at New Chicago, Ind., a new town near Hobart, which is estimated to cost about \$100,000.

B. Hoffman will build a brewery at Ottumwa, Iowa. A company has been incorporated at the same place to put the Union brewing plant in operation.

The Frank H. Peabody Co. of Chicago has changed its name to the Imperial Brewing Co., and the company has succeeded the Siegler & Schiemann Brewing Co.

The W. H. Parcell Co. of Chicago has let the contract for the erection of its elevator at Kensington, Ill., to S. P. Stewart & Son, engineers and contractors of Chicago.

The brewery of Grace Bros. at Santa Rosa, Cal., was destroyed by fire May 14. Loss \$30,000; insurance \$8,000. Grace Bros. had only recently come into possession of the property, succeeding J. Haltiner's estate.

Alexander Robinson of the Robinson Brewing Co., Boston, Mass., died recently in Bournemouth, England. Mr. Robinson was born in Glasgow, Scotland, in 1844, but engaged in the brewing business in New England at an early age.

The reduction by the United States Senate of the duty on barley from 30 cents per bushel to 40 per cent. ad valorem will be a little relief to the farmers of Ontario, but it comes so late in the day that the acreage of barley has shrunk greatly.—Herald, Montreal.

The Consumers Brewing Co. has been organized at Philadelphia, Pa., by the Excelsior Brewing Co., J. C. Miller & Sons, the Mutual Brewing Co., John Roehm, Spaeth, Krautler & Hess, and the Welde & Thomas Brewing Co.; all of which companies will be merged in one.

A patent has been issued to Jacob F. Theurer and Richard Birkholz of Milwaukee, Wis., for a malting apparatus. The patentees are assignors to the Pabst Brewing Co. of Milwaukee. The number of the patent is 582,327. Serial No. 492,835. Filed Dec. 5, 1893.

The Rice Machinery Co. informs us that it has closed a contract with The William Griesser Engineering Co. for the machinery to be furnished the McKeesport Brewery at McKeesport, Pa. The same company has contracted with Goodwine Grain Co., of Goodwine, Ill., for the machinery needed in its new plant.

The San Francisco Commercial News reports June 8: New barley is coming in, but not in any quantity, while the quality has been such as to set in motion fears as to what may be expected in that line. However, it is yet too soon to form a final opinion upon that point, and it is likely, moreover, that later harvesting may show a nearer approach to the normal.

Barley and malt aggregating 650 bushels was imported during April, according to the last report of the Bureau of Statistics, against 720 bushels in April preceding; and during the ten months ending with April, 9,949 bushels, valued at \$8,359, were imported, against 4,522 bushels, valued at \$3,910, imported during the corresponding months ending with April preceding.

Since the adoption of the law authorizing the manufacture of beer, etc., in the state of Iowa many brewing enterprises have been inaugurated. In Eastern Iowa several small breweries have long been in operation. These will be enlarged at once and by October 1, when the law will go into effect, breweries will be in readiness in all parts of the state. The Pabst company of Milwaukee will erect a large brewery in Cedar Rapids. At Council

Bluffs, Sioux City, Ottumwa and other places breweries will be erected.

Frederick Schaefer, of the F. & M. Schaefer Brewing Co., New York City, died May 20 of heart failure, aged 80 years. Mr. Schaefer has been connected with the brewery industry in the United States for nearly 60 years. He and his brother Maximilian engaged in business in 1842, when they laid the foundations for their immense brewing and malting business as it is to-day, and they produced the first lager beer brewed in the United States.

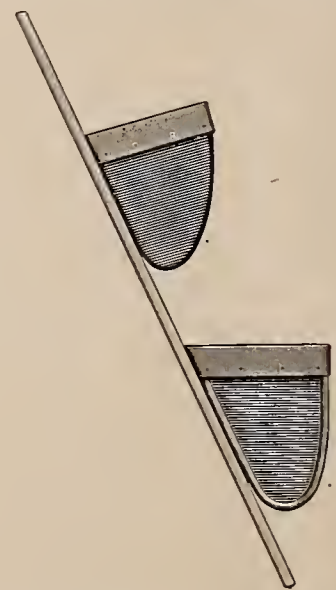
A trust deed for \$435,000, given by the American Brewing, Malting and Elevator Co. of Chicago to the Chicago Title and Trust Company, was filed for record May 26. The security for the payment of the deed is all the property of the brewing company, and by the terms of the deed all the outstanding indebtedness of the brewing company is provided for. The instrument is signed for the American Brewing Company by George A. Weiss, president, and Anton Pfeiffer, secretary. Bonds will be issued to pay all notes of the American Brewing, Malting and Elevator Co., George A. Weiss Malting and Elevator Co., and Anton Pfeiffer, or any of them, and adjusting outstanding indebtedness.

Richard Katzenmayer, Secretary of the United States Brewers' Association, has sent out a circular letter urging all those who are interested in the brewing industry to protest to the representatives of their districts in Congress against the proposed increase of the present beer tax. One of the most significant reasons why there should be no increase of the tax, the circular says, is "because the increase would be a most potent incentive to the formation of trusts, and would most assuredly drive out of the business a large proportion of the smaller brewers. The significance of this will be appreciated if you state the undeniable fact that one-half of the beer produced in this country is manufactured by about 100 large brewers, while the other half is made in about 1,900 smaller establishments."

AN ELEVATOR BUCKET OF NEW DESIGN.

Some time ago Carlton T. Ladd, manager of the Watson Elevator at Buffalo, N. Y., began to improve the appliances in the elevator in order to increase the elevating capacity. He succeeded in this, but Buffalo elevator men were somewhat surprised when the Wells Elevator, equipped with Mr. Ladd's new elevator buckets, elevated from the hold of a steamer 16,000 and 18,000 bushels of grain per hour. Such rapid elevating with the use of one marine leg, it is said, had never been equaled.

The bucket which made such a record possible is shown in the accompanying illustration. The lower one on the belt is what Mr. Ladd claims to be an improvement over the ordinary bucket above.



This bucket is designed to increase the elevating capacity of a marine leg fully one-third, and also give a perfect discharge. The advantages claimed are said to be secured by peculiarities of construction, noticeable in the angle of the top part of the bucket and the curve toward the bottom.

This bucket strikes the grain squarely and is filled to its full capacity. When passing up the leg the top of the bucket is straight across, the retaining of this level preventing the spilling of grain down the leg. It is claimed to be of superior construction, the best material and workmanship being used. The ends are flanged to go inside the long part, thereby preventing extra wear against the belt. When this bucket is used on the marine leg the size of the loftier buckets will have to be increased to enable them to take away what the marine leg delivers unless sufficient inside capacity is otherwise supplied; and when the bucket is on new work it is said to save much expense in the decreased width of legs, belt and faces of pulleys.

WATERWAYS

Two Canadian schooners, Mowatt and Jamieson, recently arrived at Buffalo with Canadian wheat from Toronto for export. This is a direction never before taken for wheat going to foreign markets.

The Cleveland Steel Canalboat Co. is said to have made an arrangement with the Big Four road by which the road will furnish all the tows of the company as much grain as they can carry all summer, and they will therefore drop the steel rail trade.

The first great loss on the lakes this season was the steamer Florida, which collided with another vessel and sank May 20 in Lake Huron. Her cargo consisted of 56,000 bushels of wheat and 560 tons of merchandise, most of which was flour. Steamer and cargo were each valued at about \$100,000.

The Canadian government is sending a scientific expedition to Hudson Bay, whose purpose is to discover the period for which Hudson Bay is navigable, in order that grain steamers may run through and load wheat for England at Fort Churchill, which will be the terminus of a railway to be built there from Manitoba.

The following figures show the variation in freight rates on wheat during the past ten years from Lake Superior ports to Buffalo: In 1887 the average rate per bushel was 7 cents; in 1888, 3½ cents; in 1889, 4 cents; in 1890, 3 cents; in 1891, 4.6 cents; in 1892, 3.6 cents; in 1893, 2.8 cents; in 1894, 2.5 cents; in 1895, 4.4 cents; in 1896, 2.5 cents.

The La Salle Street tunnel in the Chicago River is again making itself manifest as an obstruction to vessels. A steamer drawing a little over 15 feet recently spent an hour on it. This ought to be a warning to those interested in the maintenance of the Chicago River traffic that the crown of the tunnels must be lowered, and that soon.

Chicago grain shippers are refusing to load grain in Chicago for the pool elevators at Buffalo. Canal boatmen are very much pleased over the prospects of a war with the pool. It is said that the new export elevator of Bartlett, Frazier & Co. will adopt the Raymond schedule of ¾ of a cent for the transfer of grain, which is half a cent cut from pool rates.

A big steel barge, the Amazon, has been launched at Chicago. It is claimed to be the largest of its class on the lakes, and was chartered for the largest cargo of grain ever carried on the great lakes. The vessel loaded 217,000 bushels of corn on a draft of 16½ feet. This beats the steamer Queen City's record by 32,000 bushels. The cargo weighs 6,076 net tons.

The Canadian government will make important improvements in the St. Lawrence route waterways. It recently let the contract for deepening the waterway from the head of the Galoups Canal to Prescott, Ont., and \$2,000,000 will be expended on the work between Prescott and Iroquois. When the work is completed Canada will have a channel outside and independent of United States waters.

About the nearest ten straight cargoes of wheat that ever were handled since wheat became a leading commodity of the world have come in this spring from the Canadian port of Fort William, says the Buffalo Courier-Record. They were brought by the steamers Sauber, Mauola, Rees, Curry, Oglebay, Uganda, Yuma, Yakima, Sitka and wooden Gratwick. The amount is 1,048,512 bushels, besides 34,320 bushels of oats on the Uganda. The commerce of the world might be ransacked for a straighter million bushels of hard spring wheat. It was invoiced at about 80 cents a bushel, and was therefore worth a round \$800,000. The cargo of the Rees was the largest, and amounted to 152,155 bushels. It was worth \$121,103.85, according to the invoice, and is an example of what the Northwest can do in the line of wheat raising.

The Buffalo Enquirer has this to say on the subject of damaged grain: There is renewed complaint on the part of vessel, grain and insurance men on account of the custom house ruling that obliges the owners of damaged grain that comes in here in bond to pay duty on it for its full value. They say that whenever anything else dutiable arrives here there is an appraisal made of it and the duty is assessed on the valuation thus fixed. If it is damaged there is an allowance, but grain must pay on the invoice and nothing else. When the wet wheat in the cargo of the steamer Sauber was to be sold there was an effort made to obtain an appraisal of it, but it was refused. At one time it was feared that the price offered would not equal the 20 per cent. duty, and in this case there would be nothing to do but take the grain out into the lake and throw it overboard, for if it is landed it is at once subject to duty. This has been done in former seasons. Sometimes nearly a whole cargo has thus been sacrificed. As the government gets nothing out of the grain in such a case, it would seem to be good policy to treat grain after the fashion of ordinary merchandise. And the Marine Record makes these

sensible comments: There can be no two opinions about the injustice of exacting full duty on damaged goods. Damaged wheat when shipped through in bonds should be assessed at its market value and duty charged accordingly.

Items from Abroad

A syndicate with a large capital stock is reported to have been formed in Buenos Ayres, Argentine, for the purpose of exporting wheat.

Lewis Klopsch of New York City, who is at the head of the movement to secure cargoes of grain for the India famine sufferers, has notified the navy department that the grain so far procured will be sold, and the proceeds forwarded to India.

On May 22 the French Minister of Agriculture published his report on the acreage and condition of the crops of the country, which report more than confirms the many private accounts of poor crops which have been issued during the past two or three months.

Argentina exported during the first quarter of 1897 wheat amounting to 53,798 tons, against 267,000 tons in the same time of 1896; corn, 146,778 tons; flaxseed, 127,122 tons; oilseed, 33,827 bags. It is expected that exports of wheat this year will not reach half the amount exported in 1896.

Holland imported during April 371,000 quarters wheat (of 480 pounds each), and 41,000 sacks flour; exports were 269,000 quarters wheat, and 8,000 sacks flour. The net importation of the two articles in the nine months ending April was 1,162,000 quarters, against 1,641,000 quarters in the corresponding period last season.

Argentina exported from Jan. 1 to May 20, 1897, compared with the same time of previous years, 204,500 quarters (of 480 pounds each) of wheat, against 1,835,500 quarters in the same time of 1896, and 3,434,000 quarters in 1895. Exports of corn during the same period amounted to 280,000 quarters in 1897, 658,000 in 1896, 43,000 in 1895.

The Berlin Grain and Produce Merchants will appeal to the Supreme Court against the official ruling, which declares that hereafter their meetings will be regarded as constituting a Produce Exchange, within the meaning of the Bourse law of 1896, and calling upon them to furnish the statutes and regulations of their Exchange, in compliance with the law.

The first cargo of grain ever exported from the United States to Egypt was recently shipped from Philadelphia. It consists of 137,906 bushels of Indian corn, which has been purchased by the Egyptian government for seed purposes. It will be widely distributed over the country, and will be transported to remote interior parts on camels' backs.

Wm. Goodwin's application for leave to construct elevators along the Madero docks at Buenos Ayres, Argentine, has been granted. The Review of the River Plate says: We believe that Mr. Goodwin will shortly leave for Europe in connection with this scheme, and before two seasons are over we shall be able to chronicle the fact that the port of Buenos Ayres is at last fitted with proper means for handling cereals.

The official estimates of the crop of Hungary place the yield of wheat at 34,000,000 to 35,000,000 metric hundredweights, against 38,000,000 metric hundredweights in 1896. The rye crop is officially estimated at 11,000,000 to 12,000,000 metric hundredweights, against 13,500,000 metric hundredweights in 1896. Barley, according to the official estimate, will show a crop of 10,000,000 to 11,000,000 metric hundredweights, against 12,000,000 metric hundredweights in 1896. If the present favorable weather continues the yields may be largely increased.

Sweden imported from Aug. 1, 1896, to April 30, 1897, compared with the same time of the previous season: Wheat, 386,500 against 398,500 quarters (of 480 pounds each); rye, 161,000 against 443,500 quarters (of 480 pounds each); barley, 25,000 against 4,000 quarters (of 460 pounds each); corn, 26,500 against 10,700 quarters (of 480 pounds each). Exports for the same periods were: Wheat, 205 against 12 quarters; oats, 108,500 against 409,500 quarters (of 364 pounds each); rye, 203 against 186 quarters; barley, 370 against 536 quarters.

Missionary T. S. Wynkoop, Allahabad, India, writes as follows regarding the famine in India: "There is no lack of grain and rice in the country; enough to feed everybody. But it is in the hands of the grain merchants, who, on account of the failure of last year's crops, have forced the price so high that poor people cannot buy. The grain merchant sits in his shop and sees the people starve before him; but the price keeps up. The government decided that it is not their province to interfere with trade, so they let him charge what he pleases, and try to arrange work by which the poor people can earn money to buy enough to support

life. The severity of the famine varies in different districts. Last winter we visited a district where the crops of the autumn were large, and as the land owners get higher prices, they are better off than for many years, and yet among the peasantry great distress prevailed, although not actual starvation."

The American farmer will be likely to withdraw his sympathy for the famine sufferers of India when he learns that as a result of the famine that country may become a corn grower. The Manchester Guardian says: "What are described as very encouraging experiments in the cultivation of corn in India have been made as a result of the outbreak of famine. It is stated that since the recently established Bombay Grain Trading Company first imported corn into India a few months ago, there have been pressing demands for the grain, which is utilized for both human and animal food from every part of India, its cheapness having been a strong recommendation. The plants obtained from the experimental sowings are said to have grown with such surprising rapidity as to justify confidence that India will be found very suitable for the production of corn crops." If all this is true, Europe may yet be supplied with Indian corn grown in India.

MEETING OF KANSAS GRAIN DEALERS.

The Grain Dealers' Association of Kansas held a meeting at Wichita, May 18. The meeting was an informal one, the purpose being to place the objects of the Association before the dealers of the southern part of the state, and learn if they were in sympathy with the work.

The fact that 13 dealers united with the organization is decidedly encouraging. Another meeting will be held in the southern part of the state, and it is expected that a large number of regular dealers will unite with the Association, which is growing rapidly.

President Heatt of Willis called the meeting to order, and Secretary Smiley of Dunavant explained that the object of the Association is the advancement and promotion of the common interest of those who are regularly engaged in the grain business, and to promote friendly relations among legitimate grain men of this state. The main object is to procure better railroad rates, or a standard rate, so that dealers will know at all times what the rate will be.

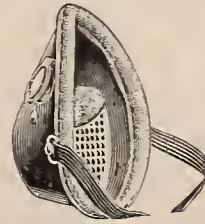
There were about thirty-five grain men present when President Heatt called the meeting to order. Among those who joined the Association were: McGivney & Gould, E. H. Neyling Grain Company, J. S. McCauley, H. L. Rochelle, and A. S. Pierce, J. C. Haines & Co. of Augusta; Chas. F. Orthwein & Sons of Kansas City, Mo.; H. A. Combs, Healey; La Crosse Lumber and Grain Company of La Crosse; Barlow & Clark of Coats; N. B. Hawks of Arrington; C. E. Smith of Effingham; Mr. Lucas of Kansas City, Mo., and the Moffitt Commission Company of Kansas City.

The Association decided to put a representative at Wichita, it being the recognized grain center of Southwestern Kansas. It will be the duty of the representative to look out for the interests of the Association and to procure desirable members.

The regular meeting will be held at Kansas City, Mo., July 5.

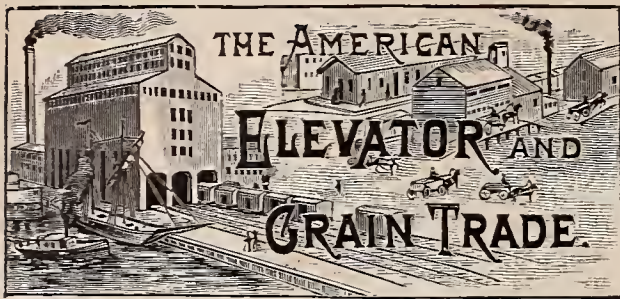
COVER'S NEW DUST PROTECTOR.

We illustrate herewith the Perfection Dust Protector manufactured by H. S. Cover of South Bend, Ind. The device is designed to protect the nose and mouth from dust and to prevent disease. The protector allows the heated air to escape instantly and is consequently cool and pleasant to wear. The air is inhaled through a fibrous packing of hemp, cotton or any other fibrous material, and exhaled



through an improved automatic valve which compels a positive action of the device in excluding the dust, and makes the breathing easy. The illustration very clearly shows the appearance of the valve when open and also the pocket or receptacle containing the filter. The protector can be worn constantly without the least inconvenience and the filter can be changed in less than one minute. There is nothing about the device to get out of order in regular use. It is made of a light, healthful and durable metal, is nickel plated, handsomely finished and will last for years.

Go to Grain Dealers' National Association meeting at Des Moines, June 29 and 30.



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Howland Block, 184 and 186 Dearborn St.,
CHICAGO, ILL.

A. J. MITCHELL,	- - -	Business Manager
HARLEY B. MITCHELL,	- - -	Editor.
CHARLES S. CLARK,	- - -	Assistant Editor

Subscription Price, - - - - \$1.00 per Year.

English and Foreign Subscription, - - 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JUNE 15, 1897.

THE POOL AND THE NEW ELEVATORS AT BUFFALO.

The pool elevator men of Buffalo are panic stricken by the incursion of Western elevator men into their territory, and the expected cut in transfer rates from the exorbitant figure which they have long maintained. The Raymond elevator at Buffalo, which is now running day and night transferring grain for $\frac{3}{4}$ of a cent a bushel, or $\frac{1}{2}$ cent less than the pool houses charge, is getting all the business it can handle, and it is reported that the new houses which will be completed in the fall will adopt the same schedule of rates.

The pool elevator men have mulcted the trade so long that it grieves them sorely to think that they shall soon lose control of the business and be compelled to reduce their charge to a reasonable figure. Some of them have worried themselves into a cold sweat over the matter, and then confided the information to the wise-aces of the local press that grain stored in steel tanks would sweat, and that the "sweating" would produce a gas which would cause spontaneous combustion and the destruction of grain and tanks." Terrible thought! and this dire calamity is to offset the great saving of insurance money the elevator men expected to incur. The pool elevator men have felt so secure of their large profits despite their old worn-out facilities, that they have paid no attention to the improvements of recent years, so are ignorant of the fact that steel tanks have been used very extensively and successfully during the three last years for storing grain. It has not sweat and spontaneous combustion has not resulted.

If the erection of the new elevators results in

the destruction of the pool and the transfer of grain for a reasonable charge, the trade, and especially those engaged in shipping via Buffalo, will have much to be thankful for. The extortionate charges of the Buffalo pool have been borne entirely too long.

THE NATIONAL ASSOCIATION WILL MEET.

The first annual meeting of the Grain Dealers' National Association will be held at Des Moines, June 29 and 30. As is evidenced by the program published elsewhere in this number, much of interest to the entire trade will be presented. The local dealers are also preparing to entertain a large number, so some pleasure will be mixed in to lighten the work.

The Grain Dealers' National Association, although greatly impeded by the lack of funds to push the work as it should be pushed, has done much to advance the interests of the trade. The grain trade is one of the largest lines of business of the country, yet the carriers and insurance companies have abused it with impunity. Then, too, the trade has suffered almost as much from internal dissensions. Abuses have been established and maintained by the regular dealers which sap the vitality of their businesses. Unrespected and divided among themselves, the regular dealers seem to have lost all spirit. They were overawed and accepted any imposition or exaction which came their way. Since the spirit of organization took possession of the trade, they have shown more of a disposition to cure instead of enduring the deleterious practices which they meet with in business. To sustain this spirit and advance the interests of every regular dealer is the prime object of the National Association. The Association merits and surely should receive the hearty support of every regular dealer.

THE ILLINOIS ASSOCIATION.

The Illinois Grain Dealers' Association has just held another of those well attended meetings for which it is noted. Fortunately for the Association and the dealers of Illinois, it has never suffered from internal dissensions, and all the members work harmoniously for the advancement of common interests.

The emphatic manner in which those present declared in favor of annual dues and compensation for those who give their time to the work of the organization, was the most encouraging sign of progress in association work which the champions of united effort by grain dealers have seen for years. The Illinois Association is now strong, having a membership of over 300, and if the members will be prompt in placing trials and troubles of the trade before the Board of Directors, the interests of all will be materially advanced thereby.

The Secretary was paid a nominal salary last year and for the ensuing year the amount was left to the Board of Directors. It should be doubled and the Secretary instructed to write every regular dealer of the state once a month and to point out the advantages of the Association, the work done and to solicit his application. The Association is on the high road to success; it cannot afford to permit the work

to lag a minute, but should push it vigorously. It has not been the practice of the Association to pay the hotel and traveling expenses of the members of the Board of Directors, and it may be expecting too much to ask it to do that this year, yet that has long been the established practice of organizations in other lines of trade.

The next meeting may be held further north, in hope of securing a larger membership in the northern part of the state—a territory which is very sparsely represented.

BONDS FOR NORTH DAKOTA SHIPMENT SOLICITORS.

North Dakota has a new law which is causing much trouble for the grain commission men who send solicitors into that state. It is designed primarily to protect the farmers from being defrauded out of their grain by irresponsible parties. The farmers should not ship their grain, but those of North Dakota have done so, much to their sorrow, and induced the last Legislature to enact a law for their protection.

The new law provides that grain commission men who send solicitors into the state shall file bonds in the sum of \$10,000 with the Secretary of State to insure the faithful performance of their contracts. As the law provides that the bond to be filed shall be either a bond by a responsible surety company or an individual bond from an individual who can qualify in the sum of \$250,000, the same capital that a surety company must have, the commission men are experiencing some difficulty in meeting with the requirements of the law.

The effect of the law will be to limit the solicitors sent into the state to responsible parties, and it is to be hoped that such parties will not solicit shipments from farmers. If they do they immediately declare war on the regular dealers at North Dakota stations and must expect no patronage from such dealers. The farmers do not confine their shipments to commission firms who send out solicitors, so will get beat out of their grain about as often as before, while the regular country dealer will be protected, as he seldom ships to a firm who does not send out a solicitor.

SHORTAGES AT KANSAS CITY.

At last the Short Weights Committee of the Kansas City Board of Trade has made a report without any recommendations. The report is very voluminous, and shows a remarkable discrepancy in weights. Four elevators were found to be short always, and the shortage averaged 1,000 pounds to the car. The directors of the Kansas City Board have determined to do all in their power to stop the excessive docking of grain receipts and have appointed a standing committee, consisting of one elevator man, one railroad man and a receiver to adjudicate all questions as to weight.

If country shippers will keep track of the elevators receiving his grain and send a statement of the shipments, giving his weights, and the weights at Kansas City, to the secretary of his Association, then the thieves at that center can be tracked much more easily. The Kansas Association will meet at

Kansas City, July 5. It should not fail to adopt some such plan at that meeting and make it public. Its mere adoption would have a salutary effect.

Unless the Board of Trade stops the stealing it can depend upon some shipments being diverted to other markets, but if it succeeds it will need all the help the country shippers can give it, and the shippers should exert themselves to cooper their cars well, tack cards bearing weight of load to inside of car and report promptly any shortage.

The Board of Directors has adopted lengthy resolutions condemning the practice, and pledging its earnest endeavor to correct the abuse.

THE PUBLIC ELEVATOR MEN'S VICTORY NOT SURE.

The bill making it lawful for public elevator men to deal in grain stored in their own elevators has been signed by the Governor of Illinois and is now a law. The elevator men have succeeded in deluding the bucolic legislators, but they are still a long ways from securing the unfair privilege which they long for. The Board of Trade can make such elevators as it desires regular, the state has nothing to do with that, and it is extremely doubtful if the Directors will admit all to the regular list. If their certificates cannot be delivered on 'Change in the fulfillment of contracts made there, then the victory obtained at Springfield will avail them nothing.

If some are left out they are likely to make every effort to get their houses back in the regular list. The first thing they will offer as the price of reinstatement will be to operate their elevators as purely public elevators, and to give a bond in support of their promise not to deal in grain stored in their houses.

When such agreements are secured the Directors will declare some of the other elevators irregular and one by one the public elevator men will be forced into conducting their houses as purely public elevators, just as is required of them by the constitution of Illinois and desired of them by the entire trade.

RECOVERING OVERCHARGES.

The Grain Shippers' Association of Northwestern Iowa is still pushing its cases against the grain carriers of Northern Iowa, and one of the cases was argued before Judge Shiras in the Federal Court at Dubuque to-day. It is evident that the shippers have right on their side and will win out if justice is done them.

Although their cases are in Federal, still there is much encouragement to be found in a decision rendered recently by the Iowa Supreme Court. The plaintiff sued for three times the amount of the overcharge, and the defendant railroad company denied that the rate charged was excessive, since it was the rate fixed by the Iowa Railroad Commissioners.

The District Court gave judgment for the railroad company, but the Supreme Court reversed this decision. In its opinion the court said:

The language of section 2 is that: "All charges shall be reasonable and just." It is no more restrictive than permissive. It fixes the rights

of both parties by a reenactment of common law. Confessedly section 17 does not operate to the prejudice of the company if the commissioners shall err in judgment and fix a rate less than what is reasonable. It seems to us the section has the same force and effect as to both parties. If the commissioners err in judgment and fix a rate too high to be reasonable, why should the shipper be required to pay it and the company, if it receives it, be permitted to keep it? . . . With the language of our statutes we are not in doubt as to a proper conclusion. It would seem to be a strange construction to so construe the language of the law as to make the schedules *prima facie* as to the carrier and conclusive as to the shipper. Equality before the law is the correct rule and should obtain in the absence of clear legislative intent to the contrary.

If the law guiding the Supreme Court in rendering this decision is but a reenactment of the common law, then the Iowa shippers have success assured, for the Interstate Commerce Commission ordered a lower rate long before, and lower rates were granted on the same grain for greater distances over the same lines at the same time.

GRANT TIME FOR INSPECTION AT KANSAS CITY.

After a persistent fight the Kansas City grain men have succeeded in having grain billed to Texas and the Southwest held forty-eight hours for inspection. Last March the Southwestern Traffic Association adopted a rule forbidding the inspection, weighing and sacking of grain at that point destined for Southwestern points. One road was finally induced to disregard the rule, and others quickly followed suit.

The change will prove of advantage to the grain trade of Kansas City, and no doubt will result in an increase of business for the grain carriers. The success of the Kansas City dealers has prompted the St. Louis dealers to ask for the same privilege, and it will probably be granted.

THE DECLINE IN INSURANCE RATES.

Last spring a prominent Chicago elevator man had plans prepared for a number of steel tanks to be erected and operated in connection with one of his Chicago plants, and it is said to have caused a reduction of fifty per cent. in the rate charged him for insurance. The antiquated elevators, the frequent burning of large plants of late, and the erection of steel tanks and elevators which enable the elevator man to carry his own risk, have made life anything but pleasant for the insurance broker during the last year.

Some have reduced their rates on the modern houses and increased them on the out-of-date plants, but there are others who have reduced their rates all around. This is due principally to competition of the mutuals and other non-board companies. In the Northwest the rate on grain is down to 1 per cent., and elevators are being insured for 1.50 to 2 per cent. This is in the regular companies, too. In some isolated cases the rate is said to have reached a much lower figure.

The insurance companies have long made a big profit on grain insurance, and must reduce the rates now or the elevator men will be driven to abandon their old houses and will

erect new steel houses which it will not be necessary to insure.

THE COMMERCE COMMISSION'S HEARING AND THE RENTAL.

The Interstate Commerce Commission recently made another attempt to detect discriminations in rates on grain shipped East from Chicago, but failed as before. Many of the freight officials and shippers suddenly discovered that their health was failing and took much needed vacations. The givers and receivers of cut rates will not always be able to cover their tracks so completely. The Commission will catch somebody napping and the discriminators will go to jail. If any regular shipper is to have a cut rate all should have it.

One point of interest brought out by the hearing was that the Eastern railroads lease their transfer elevators to grain men for the enormous sum of \$1 a year. The operators get the transfer charges, but have to bear the expense of maintenance and operation. If the carriers can enter into such an agreement and expend thousands of dollars in providing transfer elevators at grain centers, there is no reason why they should not provide elevators at their country stations as provided by law and by their charters, or else pay a rental for the elevators already erected.

The Grain Dealers' National Association asked Western roads to pay a rental based upon the number of cents loaded from each elevator into their cars. After sparring for wind, the traffic men caught their breath and came forward with this very pleasing proposition—a ruse, designed neither to offend nor satisfy—that if the Interstate Commerce Commission decides such practice would be lawful they will do it. Now the Interstate Commerce Commission does not pass upon any supposititious cases, so the carriers are safe. If the carriers found it necessary to give a rental in order to induce regular dealers to erect elevators at country stations they would not hesitate to grant this concession, just as they have granted the greater one to dealers at grain centers. No elevator should be erected at a country point without making written demand upon the freight officials of the road for at least two cents a hundred pounds for all grain loaded into cars from it.

THE WAREHOUSEMEN AND THE RAIL CARRIERS.

The American Warehouse Association has filed complaints with the Interstate Commerce Commission against sixty-seven railroads, charging them with storing goods free of charge, and thereby depriving regular warehousemen of business. So far no explicit charges or evidence has been presented, but the warehousemen are well organized and seem to be thoroughly in earnest.

Railroad laws and charters provide that the companies shall provide depots for freight and passengers, but it was never intended that the depots should be used as storehouses or dwellings. It may be that the warehousemen will surprise the railroad carriers by the presentation of a strong case. If they do, the grain warehousemen may be given renewed hopes.

EDITORIAL MENTION

Attend the meeting of the Grain Dealers' National Association at Des Moines, June 29 and 30.

It is again rumored that the Government crop reports leak out before the time intended for their circulation, but it is nothing more than a rumor.

Chicago's ex-Chief Grain Inspector has promised to return to the city, but has said nothing about returning the money he took from the department.

The Grain Dealers' Association of Kansas will meet at Kansas City, Mo., July 5. A large attendance is expected, despite the fact that it is a national holiday.

Residents of Pawnee County, Kansas, are jubilant over the prospects of a big wheat crop, which is now estimated at 2,300,000 bushels. Evidently Pawnee aspires to be the whole thing.

The state grain inspectors of Washington are finding their offices anything but a sinecure, and that, too, without pay. The Legislature failed to appropriate money for the inspectors' salaries, and now some dissatisfied dealers want their pay withheld.

Shortages in grain cargoes arriving at Buffalo are again causing lake vesselmen to lose on the business, and the shippers are much annoyed thereby. Whether or not the Buffalo weighmen are to blame is not clear, but many do not hesitate to blame them.

The corn dealers of Louisville, Ky., have complained bitterly recently of the grading of St. Louis inspectors. Several lots have arrived in Louisville in very bad condition, and no doubt the department employees need another shaking by the Chief Inspector.

The Ohio Grain Dealers' Association, which is devoted to advancing the social life of its members, went to Star Island June 7 for a four days' outing and fishing. Each member is sworn to secrecy regarding the fish he catches, so no fisherman's lies are told.

The Kansas City Board of Trade is reported to have offered \$50 each for the first shipment of new wheat received from Kansas, Nebraska, Missouri and Oklahoma, the premiums to go to the shippers. The purpose being to advertise the market and stimulate shipments to it.

To-day this journal completes its fifteenth year in the service of the grain trade. We will start in on Vol. XVI with a firmer determination than ever to serve the trade well, and we trust that our many friends in different parts of the country will be more frequent contribu-

tors to our columns and thereby assist us to make the "American Elevator and Grain Trade" of greater value to readers. Information of interest to the trade will be welcome at any time.

The number of large elevators in the United States and Canada will be increased more this year than for any season during the last decade. One lot of large contracts is no sooner captured than another makes its appearance, and naturally the elevator builder goes about with a glad heart.

The Cincinnati champions of the reciprocal demurrage charge lose no opportunity to express themselves against the inequity of the present lop-sided charge. If the receivers of every market were as outspoken against the extortion as those of Cincinnati action would be secured in short order.

The President of the Board of Trade of Great Britain has introduced a bill in the House of Commons of the English Parliament to legalize the use of the metric system of weights and measures. The system is rapidly gaining friends, both in England and the United States, and the time of its adoption is drawing nearer.

The American Seed Association is also opposed to the free distribution of seeds by the Government, and rightfully so. Congressmen have abused this privilege so long that they look upon it as one of their official rights. The Government might with as much reason undertake to supply Congressmen with hats for their constituents.

We are informed by the receiver of the Capital Elevator Company of North Topeka, Kan., that the report that one Mr. Power had sued the company for the identical wheat he had stored in the elevator was wrong. The company failed to deliver the amount of wheat at the time demanded by Power, and he secured a judgment against it for the amount stored, which seems to be fair and reasonable.

A grain company which now has buyers at a number of points in the Northwest has recently notified regular dealers at some other country points that unless they would agree to buy for it on joint account it would place buyers in their markets. If the regular country dealers were well organized couldn't they make that big bulldozer dance to fast music? As they are not organized they must submit or fight single-handed with great odds against them.

W. W. Granger of Cincinnati, chairman of the Committee on Transportation of the National Hay Association, has recently sent a communication to the Joint Traffic and other freight associations, calling attention to the poor facilities for handling hay at terminals, the magnitude the trade has attained despite the many burdens placed upon it by the carriers, and the many impositions placed upon the trade. The committee asks that relief be granted the trade and points out that the carriers will profit thereby. The committee's ac-

tion should be heartily indorsed and actively supported by every hay dealer of the country.

The Cleveland Chamber of Commerce has appointed a committee to investigate and report on the advisability of establishing a public grain inspection department in that city. It is doubtful if such inspection would be of much value to the trade, but if it so proved Cleveland might materially increase its grain trade.

The crop killers have not done very much work this year, in fact, they seem to have forgotten about the startling sensations they used to create. The Rocky Mountain locusts have been found in two or three counties of South Dakota and the army worm has been seen crawling along the fences of Wisconsin. It seems that the crops of neither state will suffer much, and up to last accounts the fences of Wisconsin were in as good condition as before the worms appeared.

House Bill No. 566 (published on page 413, May number of this journal), which provides for placing public elevators of Class B under the regulation of the Illinois Railroad and Warehouse law, has been signed by the Governor and is now a law. This will change the inspection in East St. Louis and probably in Peoria. The existing grades may be continued, but the inspection departments will be placed under the supervision of the Railroad and Warehouse Commission.

Minnesota has a new law that merits some attention from everyone who buys grain from farmers in that state. It provides that charges for thrashing grain shall have priority over every lien except that for seed wheat. However the claim for thrashing must be filed with full particulars within ten days after the thrashing is completed, and the filing will operate as a notice to subsequent purchasers for a period of six months. Any person selling property so incumbered will be subject to a fine and imprisonment, so the regular grain dealers are not so likely to be imposed upon as in the case of lien for rent.

According to the report of the Bureau of Statistics, breadstuffs exported during the eleven months ending May 31 were valued at \$177,821,607, against \$124,749,811 for the same period of the preceding crop year; and the breadstuffs exported in May were valued at \$13,087,012, against \$10,400,834 in May, 1896. The value of exports during the eleven months ending May, compared with the same time of 1895-96, were: Barley, \$7,038,928, against \$2,684,994; corn, \$49,750,256, against \$34,799,297; oats, \$7,747,658, against \$2,262,810; rye, \$3,138,899, against \$279,048; wheat, \$56,139,412, against \$35,212,245. The amounts exported in May, compared with May, 1896, were: Barley, 1,849,835, against 915,911 bushels; corn, 11,266,384, against 8,067,034 bushels; oats, 3,098,652, against 2,638,806 bushels; rye, 1,129,540, against 192,533 bushels; wheat, 4,969,594, against 4,139,430 bushels; corn meal, 46,256, against 16,392 barrels; oatmeal, 3,137,798, against 2,629,935 pounds; wheat flour, 3,287,608 against 920,951 barrels.

..Points and Figures..

A meeting of the American Seed Trade Association held at Washington last week was attended by prominent members of the seed trade from all parts of the country.

In conformity with a law passed by the Legislature of the state of Washington, on June 9, grain rates from points in the state to the Sound were reduced 10 per cent.

The Kansas Grain Dealers' Association will meet at Kansas City, Mo., July 5. Every regular dealer of the state will be welcome and should make it a point to be present.

At the recent annual meeting of the Buffalo Grain Shovelers' Association M. F. Canney was elected President, Joseph Quigley, Secretary. The report of the Treasurer showed a balance of \$1,200 on hand and a membership of 1,350.

The Western Union Telegraph Co. must pay for its failure to deliver a telegram on time. The decision was handed down by the Appellate Court at Chicago, May 24, and reverses the finding of Judge Smith of the Cook County bench in favor of the telegraph company.

The export trade of Montreal for May shows a large increase over that of May, 1896. The exports during these periods were: Corn, 1,411,651, against 898,717 bushels; oats, 681,000, against 26,000 bushels; barley, 26,338, against 8,852 bushels; rye, 63,000 bushels, against none in May, 1896; peas, 368,000, against 74,973 bushels.

The grain men of Des Moines, Iowa, met recently, raised a fund and appointed a committee to furnish suitable entertainment for the grain dealers attending the meeting of the National Association at Des Moines, June 29 and 30. The committee is composed of the following dealers: B. A. Lockwood, Robert Harper, M. McFarlin, W. R. Morgan and N. Hodgson. E. L. Bowen, treasurer.

The \$40,000 extortion case of Van Patten vs. the Chicago, Milwaukee & St. Paul Railway Co. will come up before Judge Shiras at Dubuque, Iowa, on June 15, on the demurrer of the plaintiff to the answer of the defendant. This is one of the cases of the members of the Grain Shippers' Association of Northwestern Iowa against the railways, and a great deal depends upon the decision of the court. Most of the legal lights of the Western railway companies will be present, and grain men will await the outcome with interest.

In response to an offer made by the Iowa experiment station at Ames, to test seed corn, 62 samples were received and tested as to germinating qualities. These trials show the crop of 1896 is not as low in vitality as has been reported. All corn kept in open cribs or shocks where rain has had easy access should not be planted. The changeable conditions of moisture and drying greatly lessen the capacity for germination. Seed from the 1896 crop if it has been kept dry germinates well, so that farmers need not purchase expensive seed.

It is wonderful how long grain once set on fire will continue to burn after the fire is "put out." Heaps of grain from a burned elevator have been known to smolder for three years. Another instance is the grain in Union Elevator No. 2 at Peoria, Ill., which was destroyed several months ago. It was in a smoldering and steaming condition when hauled away from the scene of the fire and it still keeps up the smoking. The indications are that it will smolder all summer. It is scattered along the railroad track for a distance of half a mile and there is a line of smoke its entire length.

The Joint Traffic Association has promulgated rules for the government of grain shipments from Canada exported through New York, which became effective June 10. These provide that all such shipments shall be handled according to grades established by the Boards of Trade of Toronto, Montreal and Winnipeg. The maximum number of grades which can be accommodated in the bonded bins at New York is fifteen. Grain from the province of Quebec will be placed in the same bin or

boats as grain from Ontario. No through bills of lading will be issued on Canadian grain exported to European countries via New York until it has been ascertained that the grain has been properly graded in compliance with the rules.

T. C. Friedlander, Secretary of the San Francisco Produce Exchange, reports the following amounts of grain remaining in store in the state of California on June 1: Wheat, 1,733,880 centals in 1897; 2,655,340 in 1896; 6,306,340 in 1895. Barley, 758,600 centals in 1897; 1,043,540 in 1896; 714,440 in 1895. Oats, 81,980 centals in 1897; 78,500 in 1896; 108,960 in 1895. Corn, 61,280 centals in 1897; 103,460 in 1896; 65,340 in 1895. Rye, 21,360 centals in 1897; 17,100 in 1896; 4,480 in 1895. Beans, 505,730 sacks in 1897; 369,396 in 1896; 65,819 in 1895. Flour, 94,960 barrels in 1897; 101,991 in 1896; 51,607 in 1895.

The first annual meeting of the Grain Dealers' National Association will be held at Kirkwood Hotel, Des Moines, Iowa, June 29 and 30, 1897. Reduced rates of one and one-third fare, on the certificate plan, 100 attending, have been granted from territory as follows: Ohio, Indiana, Michigan, Wisconsin, Illinois, Kentucky, Iowa, Minnesota, Dakotas, Nebraska, Kansas and Missouri. All parties intending to attend the meeting will purchase one full fare ticket through to Des Moines, or to junction point, and repurchase to Des Moines, taking from agent a certificate of purchase. 100 attending meeting a fare of one-third will be granted over same line returning.

Trade Notes

The Pneumatic Elevator and Weigher Co. of Indianapolis, Ind., has been incorporated with a capital stock of \$100,000.

The Dodge Manufacturing Co. of Mishawaka, Ind., has issued a handsome souvenir pamphlet of the Tennessee Centennial and Industrial Exposition at Nashville, Tenn. It is particularly noticeable for its very artistic cover, which is finished in gold lettering on a very handsomely decorated green cover.

We have received a pamphlet on the first page of which is a picture of the motor cycle or trap made and used by R. E. Olds and operated by one of the new Olds Safety Vapor Engines at a cost of one-fourth cent per mile. A speed is attained of 12 miles an hour. The trap accommodates 4 persons.

The International Commercial Congress was formally opened on the afternoon of June 2 at Philadelphia, Pa. There were about 350 delegates present, representing commercial and industrial bodies in all sections of the United States and many foreign countries, the foreigners coming principally from Mexico and the Central and South American states.

T. K. Webster of John S. Metcalf & Co., Chicago, while in England recently, closed a contract for a large grain elevator to be built on the Manchester Ship Canal at Manchester. The firm has been exceptionally busy of late, having on hand a large number of contracts for grain elevators and other heavy work. Mr. Webster is expected to arrive at home about the middle of this month.

Huntley Mfg. Co., Silver Creek, N. Y., writes us: "We very much regret to say that we are not, like some others, doing a bigger business than we ever did; but we can say, and with perfect confidence, that we are getting our full share of the trade, and, we believe, a little bit more than our share. We are able to run a full force of men on full time." This is certainly a satisfactory state of affairs.

For a catalogue of medium size, we have not, for some time, seen a neater one than that recently issued by the J. W. Ruger Mfg. Co., manufacturers of gas engines, of Buffalo, N. Y. The front cover displays the firm name in embossed letters, a picture of the engine and the time period of the firm's existence, from 1856 to 1897. The inside describes fully the merits of the engine, with facts regarding gas engines which will prove very interesting to

power users. A copy will be mailed free on application.

One of the latest innovations in the grain trade is a steel elevator designed and patented by the Wm. Graver Tank Works of Chicago. It is built of any capacity and is so cheap that the old line companies will have to carry grain elevator insurance for nothing if they expect to discourage the building of such houses. The saving in insurance alone would pay for a house in a few years. The Wm. Graver Tank Works also builds steel tanks for the storage of any kind of material. Wm. Graver has been engaged in the building of tanks for thirty-five years and during the twelve last years the present company has built many steel tanks in all parts of the country.

The Cincinnati Corrugating Co., Piqua, Ohio, has just received from the press its new 90 page catalogue containing over 125 illustrations of its many and varied lines, comprising roofing, siding, arches, metallic lath, shutters and doors, awnings, and a general line of sheet metal workers' supplies. A supplement issued in connection therewith refers to the fact that several new items have been added since the last issue and that they now manufacture and handle the largest and most complete line of iron and steel roofings, sidings, and roof trimmings in the country, with facilities that enable them at all times to insure the promptest shipment on orders. A copy of the catalogue will be mailed free on application.

The commission firm of W. A. Rundell & Co. of Toledo, Ohio, since its establishment in 1876, has become very well and favorably known to the trade. The firm is composed of F. W. and J. E. Rundell. The founder of the firm, W. A. Rundell, before going to Toledo was engaged in the grain business at Oswego, N. Y., for 20 years. The business of the company consists in the handling of grain, mill-feed, baled hay and straw, beans, clover and timothy seed. They have built up a very extensive business in the receiving and shipping of grain and are interested in a number of elevators at different country points. The firm is a member of the Toledo Produce Exchange, and is also a member of the National Hay Association.

We have received the latest catalogue of power transmission machinery and appliances, and grain elevator machinery, issued by the Dodge Manufacturing Co. of Mishawaka, Ind. The catalogue is symbolized "B. 6." It is of standard size, 6x9 inches, and includes 288 pages of the very latest and most improved power transmitting appliances. In preparing and issuing this catalogue the Dodge Manufacturing Co. brings to the notice of the trade in general the most complete catalogue of power transmitting machinery ever issued. Nothing has been omitted which pertains to power transmission. The department of grain handling machinery and appliances is also very complete. The book will be sent to manufacturers and mechanical engineers upon request, express prepaid.

Evidently the Dodge Manufacturing Co. of Mishawaka, Ind., manufacturer of the celebrated Independence Wood Split Pulleys, intends to defend its rights and to prosecute all manufacturers and dealers of infringing wood pulleys. Recently in the United States Circuit Court for the Northern District of Illinois, suit for infringement, permanent injunction and damages was filed against W. A. Jones Foundry & Machine Co. of No. 59 South Jefferson Street, Chicago, who have lately become agents for the Gilbert Wood Split Pulley. The Dodge Company, after years of litigation and enormous expense, is said to have secured a very broad decision sustaining its patent in the United States Circuit Court for the Southern District of Ohio, last October. Since then it has secured eight injunctions against infringing manufacturers and dealers, and has had no adverse decision in any case which it has filed. Decisions are expected daily in several other suits which have been argued, and other suits are pending. The Dodge Manufacturing Co. was a pioneer in the manufacture and introduction of the modern wood split pulley, and has extensively advertised and warned the public against infringements.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since May 15 has been as follows:

May.	No. 2+ R.W. WHT.		No. 2 Spg. WHT.		No. 2 CORN.		No. 2 OATS.		No. 2 RYE.		No. 3+ BARLEY		No. 1 FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....					24 1/2	25			28	33	77	77		
16.....					24 1/2	25	22	22	34 1/2	34 1/2	28	32	77	77 1/2
17.....	90 1/2	91			24 1/2	25			34 1/2	34 1/2	28	32	76 1/2	76 1/2
18.....	90	90			24 1/2	25			34 1/2	34 1/2	28	32	76 1/2	76 1/2
19.....					24 1/2	25			34 1/2	34 1/2	28	32	76 1/2	76 1/2
20.....					24 1/2	25	18 1/2	18 1/2	34 1/2	34 1/2	28	32	76 1/2	76 1/2
21.....					24 1/2	25			34 1/2	34 1/2	28	32	76 1/2	76 1/2
22.....					24 1/2	25			35	35	28	32	77	77
23.....					24 1/2	25			35 1/2	35 1/2	27	32	77	77
24.....	88	88			24 1/2	25	18	18	35 1/2	35 1/2	27	32	76 1/2	76 1/2
25.....					24 1/2	25	18 1/2	18 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
26.....					24 1/2	25	17 1/2	17 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
27.....					24 1/2	25	17 1/2	17 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
28.....					24 1/2	25	17 1/2	17 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
29.....	77	80			24 1/2	25	17 1/2	17 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
30.....					24 1/2	25			35 1/2	35 1/2	27	32	76 1/2	76 1/2
31.....					24 1/2	25			35 1/2	35 1/2	27	32	76 1/2	76 1/2
June 1.....	75	78			24 1/2	25	17 1/2	17 1/2	35 1/2	35 1/2	26	32 1/2	76 1/2	76 1/2
2.....					24 1/2	25			35 1/2	35 1/2	27	32 1/2	76 1/2	76 1/2
3.....					24 1/2	25			35 1/2	35 1/2	27	32 1/2	76 1/2	76 1/2
4.....	78	79	60 1/2	69 1/2	24 1/2	25	18	18 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
5.....					24 1/2	25			35 1/2	35 1/2	27	32	76 1/2	76 1/2
6.....					24 1/2	25			35 1/2	35 1/2	27	32	76 1/2	76 1/2
7.....					24 1/2	25			35 1/2	35 1/2	27	32	76 1/2	76 1/2
8.....					24 1/2	25	18 1/2	18 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
9.....					24 1/2	25	18 1/2	18 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
10.....					24 1/2	25	18 1/2	18 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
11.....			71 1/2	71 1/2	24 1/2	25	18 1/2	18 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2
12.....					24 1/2	25			35 1/2	35 1/2	27	32	76 1/2	76 1/2
13.....					24 1/2	25			35 1/2	35 1/2	27	32	76 1/2	76 1/2
14.....	76	76			24 1/2	25	18 1/2	18 1/2	35 1/2	35 1/2	27	32	76 1/2	76 1/2

*Holiday. †Free on board, switched and delivered. ‡Free on board or switched.

During the week ending May 15 Prime Contract Timothy sold at \$2.90 per cental. Prime Contract Clover Seed at \$6.75@7.00. Hungarian at \$0.75@0.90. German millet at \$0.65@0.80, buckwheat at \$0.50@0.70 per 100 pounds.

During the week ending May 22 Prime Contract Timothy sold at \$2.80@2.90 per cental. Prime Contract Clover Seed at \$6.75@7.00. Hungarian at \$0.70@0.90. German millet at \$0.65@0.80, buckwheat at \$0.50@0.70 per 100 pounds.

During the week ending May 29 Prime Contract Timothy sold at \$2.75@2.85 per cental. Prime Contract Clover Seed at \$6.75. Hungarian at \$0.60@0.75. German millet at \$0.65@0.85, buckwheat at \$0.50@0.70 per 100 pounds.

During the week ending June 5 Prime Contract Timothy sold at \$2.70@2.75 per cental. Prime Contract Clover Seed at \$6.50@6.75. Hungarian at \$0.50@0.75. German millet at \$0.65@1.10, buckwheat at \$0.50@0.75 per 100 pounds.

During the week ending June 12 Prime Contract Timothy sold at \$2.70@2.75 per cental. Prime Contract Clover Seed at \$6.50@6.75. Hungarian at \$0.55@0.70. German millet at \$0.70@1.10, buckwheat at \$0.50@0.70 per 100 pounds.

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of May, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	200,965	46,353	135,797	32,274
Corn, bushels.....	478,478	248,418	158,559	26,984
Oats, bushels.....	382,742	288,742	204,597	122,430
Barley, bushels.....	10,863	21,000	3	20
Rye, bushels.....	44,164	27,005	17,243	8,074
Clover Seed, bags.....	240	181	490	604
Timothy Seed, bags.....	2	4	584	304
Other grass seeds, bags.....	3,574	8,602	1,807	6,746
Hay, tons.....	8,623	5,009	6,700	2,040
Flour, barrels.....	110,549	101,408	64,961	78,229
Malt, bushels.....	50,130	53,647	27,686	59,480

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of May, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipments by Canal.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	7,608,265	10,762,690	696,668	3,184,464
Corn, bushels.....	3,667,761	3,217,426	628,278	338,860
Oats, bushels.....	9,018,147	5,089,632	419,329	2,827,432
Barley, bushels.....	1,668,048	1,417,798	655,810	288,009
Rye, bushels.....	1,382,717	437,998	506,639	160,560
Grass seed, lbs.....	25,500	6,720		
Flaxseed, bushels.....	1,172,500	499,570	*18,827	*9,715,272
Hay, tons.....				
Flour, barrels.....	1,365,751	871,954	2,142	

* Pounds.

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of May, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	35,400	48,150	15,000	19,200
Corn, bushels.....	1,665,400	1,228,150	296,050	220,150
Oats, bushels.....	1,107,950	1,078,550	875,700	1,302,750
Barley, bushels.....	30,800	55,700	30,100	28,700
Rye, bushels.....	6,600	5,400	1,800	4,200
Mill Feed, tons.....				
Seeds, pounds.....	60,000		90,900	
Broom Corn, pounds.....	60,000	180,000	32,700	156,500
Hay, tons.....	3,240	3,420	690	1,740
Flour, barrels.....	31,900	17,700	29,850	18,750
Spirits and Liquors, bbls.....				
Syrup and Glucose, bbls.....				

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of May, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	624,250	451,386	115,150	269,800
Corn, bushels.....	123,308	235,950	17,550	8,800
Oats, bushels.....	949,000	1,005,600	501,880	773,500
Barley, bushels.....	540,800	660,800	261,768	355,243
Rye, bushels.....	79,500	118,075	352,700	38,600
Grass seed, pounds.....	206,160	466,407	74,000	180,250
Grass seeds, pounds, tim.....				
Flaxseed, bushels.....	12,615	17,820	5,220	14,500
Hay, tons.....	1,652	1,654	112	447
Flour, barrels.....	140,403	182,410	345,521	297,128

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of May, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	4,260,250	3,212,280	958,600	795,840
Corn, bushels.....	142,180	114,040	8,350	13,460
Oats, bushels.....	1,828,520	1,008,260	291,220	710,920
Barley, bushels.....	288,520	35,320	143,040	41,340
Rye, bushels.....	67,230	30,530	70,420	29,410
Grass Seed, pounds.....				
Flaxseed, bushels.....	154,340	34,620	67,750	43,790
Hay, tons.....	1,860	1,648	65	53
Flour, barrels.....	7,657	15,111	1,104,332	759,152

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of May, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	3,828,612	4,048,842	6,268,741	7,955,277
Corn, bushels.....	1,239	693	43,969	147,395
Oats, bushels.....	1,131,048	436,629	2,288,490	517,569
Barley, bushels.....	318,053	337,020	590,441	702,050
Rye, bushels.....	157,887	74,124	400,047	104,539
Grass seed, pounds.....				
Flaxseed, bushels.....	451,569	86,487	1,150,430	590,560
Flour, barrels.....	548,800	411,675	814,215	674,780
Flour production Duluth and Superior.....	330,645	203,915		

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of May, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, cars.....	515	321	349	
Corn, cars.....	4,120	1,035	2,538	
Oats, cars.....	426	51	225	
Barley, cars.....	1			
Rye, cars.....	10	6	4	
Flaxseed, cars.....	23	4		
Hay, cars.....	923	292	387	
Flour, cars.....			150	
Bran, cars.....				

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during May, 1897 and 1896, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover lbs.	Other Grass Seeds, lbs.	Flaxseed, bu.	Broom Corn, lbs.	Hay, tons.
1897.....	1,402,604	141,767	1,29,642	259,862	360,550	19,834
1896.....	1,836,125	193,615	1,748,633	314,712	880,720	24,228
Shipments.....	2,305,590	252,378	2,453,542	427,548	518,116	1,994
1896.....	2,667,740	177,802	2,107,531	281,775	945,136	8,313

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of May, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	89,278	308,186	320,720	634,720
Corn, bushels.....	1,740,992	970,358	1,367,754	1,071,227
Oats, bushels.....	1,186,538	710,486	273,704	443,543
Barley, bushels.....			4,200	2,730
Rye, bushels.....	113,796	13,208	114,678	15,430
Hay, tons.....	17,715	20,085	7,213	8,925
Flour, barrels.....	109,175	96,230	119,117	139,439

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of May, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, centals.....	261,457	414,923	205,718	355,143
Corn, ".....	40,260	25,834	5,870	975
Oats, ".....	21,095	25,120	1,189	797
Barley, ".....	191,025	226,390	25,094	110,110
Rye, ".....	6,820	4,015	4,480
Flaxseed, centals.....	1,866	3,412
Hay, tons.....	10,357	8,675	1,202	532
Flour, barrels.....	110,114	114,954	73,425	93,325

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector E. J. Noble, the grain received at Chicago during the month of May, 1897, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.				No G'de.
	2	3	4	1	2	3	1	2	3	4	
C., B. & Q.							1	5	5	4	
C. R. I. & P.							1			2	1
Chicago & Alton							1		1		
Illinois Central								1	4		
Freeport Div., I. C.											
Galena Div., C. & N. W.										4	
Wis. Div., C. & N. W.	3						6	1	1		
Wabash							1	1	3	1	
C. & E. I.									1	1	
C. M. & St. P.	1	5					7	18	3		
Wisconsin Central									1		
Chicago & Great West.											
A. T. & S. Fe.							1	1			
E. J. & E.											
Through and special							1	5	8	16	
Total each grade	1	8					4	26	41	34	2
Total winter wheat							4				103

SPRING WHEAT.

Railroad.	Colo-rado.		Northern.	2	3	4	No Grade.	White.		Mixed Wheat.
	2	3						2	3	
C., B. & Q.							1			
C. R. I. & P.							2			
Chicago & Alton										
Illinois Central										
Freeport Div., I. C.							3			
Galena Div., C. & N. W.							10			1
Wis. Div., C. & N. W.							5			
Wabash							12			
C. & E. I.										
C. M. & St. P.							7	19	2	4
Wisconsin Central										
Chicago & Great West.							1			
A. T. & S. Fe.										
E. J. & E.							8	13		
Through and special							1	84	6	1
Total each grade				1	85	40	62	3		4
Total spring wheat										191

CORN.

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C., B. & Q.	808	313	121	49	439	307	252	24
C. R. I. & P.	275	59	18	6	219	83	76	3
Chicago & Alton	731	40	131	9	491	32	34	2
Illinois Central	1,228	110	269	36	222	61	35	6
Freeport Div., I. C.	61	11	10		34	15	42	25
Galena Div., C. & N. W.	175	63	32	14	99	65	83	34
Wis. Div., C. & N. W.	2	2			9			
Wabash	77	36	49	26	20	18	19	4
C. & E. I.	49	30	42	16	24	26	9	
C. M. & St. P.	46	26	4		75	138	56	17
Wisconsin Central								
Chicago & Great West.	15	4	1	11	14	18	49	
A. T. & S. Fe.	361	97	68	20	184	50	25	4
E. J. & E.	64	19	4	1	141	44	64	23
Through and special	111	16	64	4	37	10	3	
Total each grade	4,006	826	813	201	1,999	858	747	162
Total corn								9,622

OATS AND RYE.

Railroad.	OATS.					RYE.		
	White.			2	3	W't C.*	No Grade.	No Grade.
	1	2	3					
C., B. & Q.	41	445	58	697			4	19
C. R. I. & P.	16	234	5	679			2	16
Chicago & Alton	1	10	1	260			3	3
Illinois Central	27	26	24	626			1	1
Freeport Div., I. C.	86	166	1	26			3	4
Galena Div., C. & N. W.	26	329	72	475			3	19
Wis. Div., C. & N. W.	103	310		10			5	
Wabash	8	15	6	326			7	1
C. & E. I.		22	5	223			1	1
C. M. & St. P.	7	388	961	53	329	1	7	9
Wisconsin Central								
Chicago & Great West.	9	165	14	82			2	5
A. T. & S. Fe.	11	29	10	436			1	1
E. J. & E.	4	78		44			1	1
Through and special	16	102	18	30			38	1
Total each grade	7	736	2907	267	4246	1	1	28
Total oats and rye							8,193	102

* White Clipped.

BARLEY.

Railroad.	Bay Breaving.		Chevalier.	3	2	3	4	5	No Grade.	Total No. Cars all Gr'n by Roads
	3	3								
C., B. & Q.						12	4	1		3,627
C. R. I. & P.						7	26	5		1,768
Chicago & Alton										1,749
Illinois Central										2,678
Freeport Div., I. C.						37	29	3	1	559
Galena Div., C. & N. W.						1	38	9	4	1,581
Wis. Div., C. & N. W.						6	120	8	3	609
Wabash										619
C. & E. I.										442
C. M. & St. P.						1	258	39	21	2,510
Wisconsin Central										26
Chicago & Great West.						9		17		416
A. T. & S. Fe.								1		1,304
E. J. & E.								4	1	514
Through and special										572
Total each grade						8	481	137	38	18,974
Total barley										671
Total grain, cars										18,974

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, June 12, 1897, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		30,000	50,000		
Baltimore	479,000	1,020,000	157,000	130,000	
Boston	281,000	910,000	225,000	1,000	23,000
Buffalo	867,000	567,000	850,000	51,000	342,000
do. afloat					
Chicago	4,687,000	7,134,000	1,900,000	709,000	32,000
do. afloat					
Cincinnati	1,000	3,000	8,000	1,000	1,000
Detroit	33,000	47,000	19,000	19,000	
Duluth	2,027,000	8,000	928,000	385,000	255,000
do. afloat					
Indianapolis	2,000	143,000			
Kansas City	131,000	154,000	166,000	6,000	
Milwaukee	130,000	3,000	6,000	307,000	68,000
do. afloat					
Minneapolis	10,330,000	81,000	211,000	15,000	12,000
Montreal	345,000	21,000	553,000	37,000	46,000
New York	1,123,000	1,567,000	2,036,000	459,000	147,000
do. afloat	31,000	56,000	28,000	9,000	20,000
Oswego		56,000			15,000
Peoria		5,000	21,000	1,000	
Philadelphia	158,000	468,000	76,000		
St. Louis	153,000	475,000	115,000	8,000	
do. afloat					
Toledo	455,000	585,000	96,000	72,000	
do. afloat					
Toronto	83,000		50,000		24,000
On Canals	382,000	1,006,000	67,000	121,000	209,000
On Lakes	963,000	2,149,000	2,101,000	30,000	325,000
On Miss. River	2,000	123,000	88,000		
Total	22,686,000	16,621,000	9,756,000	2,361,000	1,157,000
Corresponding date 1896	49,486,000	9,406,000	8,430,000	1,590,000	877,000

GRAIN IN STORE AT OTHER POINTS.

In addition to the above there was in store, at the points named below, on the tenth day of the month, the following grain:

	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
June 10, 1897	1,790,987	237,682	268,333	7,000	48,426
June 10, 1896*	1,675,578	234,000	236,894	16,000	1,570

* At Ft. William and Omaha only.

The grain included in foregoing table was stored at the following points:

Erie, Pa., 11,100 bushels of wheat; 25,800 bushels of corn. Reported by D. Benson, Secretary Board of Trade.

Newport News, Va., 74,395 bushels corn; 6,760 bushels oats; 37,795 bushels barley. Reported by W. S. Upshur, agent Chesapeake & Ohio Grain Elevator Co.

Richmond, Va., 7,452 bushels wheat; 9,987 bushels corn; 3,010 bushels oats. Reported by F. E. Swain, agent in charge of Richmond Elevator.

Cleveland, Ohio, 72,000 bushels wheat; 2,500 bushels corn; 76,000 bushels oats; 1,700 barrels flour. Reported by F. A. Scott, Assistant Secretary Cleveland Chamber of Commerce.

Omaha, Nebr., 5,000 bushels wheat, against 70,000 bushels in 1896; 125,000 bushels corn, against 234,000 bushels in 1896; 110,000 bushels oats, against 200,000 bushels in 1896; 7,000 bushels rye, against 16,000 bushels in 1896. Reported by A. B. Jaquith of Omaha Elevator Co.

Ft. William, Ont., 1,695,435 bushels wheat, against 1,605,578 in 1896; 72,563 bushels oats, against 36,894 in 1896; 10,631 bushels barley, against 1,570 in 1896; 42,473 bushels flax, against none in 1896. Reported by M. Sellers, agent Canadian Pacific Elevators.

RECEIPTS AND SHIPMENTS AT CLEVELAND.

The receipts and shipments of grain, hay, etc., at Cleveland, Ohio, during the month of May, 1897, as compared with the same period of the preceding year, were, according to Ryerson Ritchie, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels	256,950	223,800	95,721	69,680
Corn, bushels	138,415	36,065	1,400	
Oats, bushels	201,615	111,606	21,511	600
Barley, bushels	49,163	26,573		
Rye and other cereals	88,968	14,516	2,389	20,343
Flour, barrels	38,930	49,900	23,220	27,680

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending June 12, as compared with same weeks last year, have been as follows:

Articles.	For week ending June 12.		For week ending June 5.	
	1897.	1896.	1897.	1896.
Wheat, bushels	1,476,000	1,618,000	1,485,000	1,926,000
Corn, bushels	2,411,000	1,464,000	2,243,000	1,831,000
Oats, bushels	1,308,000	1,142,000	858,000	1,379,000
Rye, bushels	234,000	77,000	601,000	149,000
Flour, barrels	156,000	232,350	208,100	221,900

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics, rice aggregating 144,915,130 pounds, valued at \$2,588,618, was imported during the ten months ending with April, against 128,157,986 pounds, valued at \$1,914,584, during the ten months ending with April, 1896. The amounts imported during the ten months ending with April, compared with the amounts imported during the ten months ending with April, 1896, were: Datable rice, 90,508,109 pounds against 64,411,582 pounds; rice free of duty, 5,162,600 pounds against 4,124,500 pounds; flour, meal, etc., 49,244,421 pounds against 59,591,904 pounds.

Of imported rice we exported 9,449,355 pounds, valued at \$154,496, during the ten months ending with April against 11,1

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

WISCONSIN. Grantsburg, Burnett Co., June 11.—The condition of wheat and oats in this county is good. Corn is almost a total failure. C. A. GREENE.

ARGENTINA.—Inquiries made by the United States Minister to Argentina tend to show that this year's wheat acreage will not exceed last year's, and may be much less.

MARYLAND. Chewsville, Washington Co., June 7.—The prospect for an abundant crop of wheat in this and adjoining counties is very promising. Very little old wheat now remains in farmers' hands. H. V. TROVINGER.

NEBRASKA. Bartley, Redwillow Co., June 11.—The acreage of wheat is small, but what there is is in fine shape. The acreage of corn is larger, but there is a poor stand, and it is two weeks late. The stocks in farmers' hands are small, and that in store will all go west. PARISH & SMITH.

TEXAS. Denton, Deuton Co., June 12.—Harvest is now on with us and Texas never raised a better crop of wheat and oats if it can only be saved in condition. The acreage, however, in proportion to last year is 5 per cent. smaller on wheat and 10 to 12 per cent. smaller on oats. C. F. WITHERSPOON.

NORTH CAROLINA. Juno, Buncombe Co., June 8.—The growing crop of wheat looks fine here, and there is three times as much sown as was ever known before. We are having fine rains, and if nothing happens there will be a splendid crop. Old wheat has been about all bought up. D. F. HYNEAS.

OHIO. Cincinnati, Hamilton Co., June 12.—Wheat is about ready to be cut in this county, and in most places has a poor stand. The condition is good, however. The yield of 1896 was about 90 per cent. of an average crop. From present prospects I think 75 to 80 per cent. will be about right for this crop. C. T. LAWLER.

NEBRASKA. Colon, Saunders Co., June 3.—The weather is too cold for corn. Cut worms, lice and squirrels are taking lots of it. There has been more replanting than usual. There is much small grain and a thin stand, so it is not looking good. There is about 75 per cent. of last year's crop still in farmers' hands. KINSELLA GRAIN CO.

KENTUCKY. Lola, Livingston Co., June 2.—Wheat is all headed in this vicinity. It seems at present that we will have an average crop. All the old wheat is consumed in this part of the state. It is worth 90 cents per bushel. Farmers are through planting corn, but the dry and cool weather is retarding its growth considerably. W. F. PARIS JR.

SOUTH DAKOTA. Alexandria, Hanson Co., June 11.—There is an increase of 5 per cent. in the acreage in our county. The condition is about an average. Some late sown grain is very poor. There is not more than 2 per cent. of last year's crop in farmers' hands. The little wheat that is being shipped is that which has been held in elevators. A. H. BETTS.

CANADA.—Reports from the consular officers of the United States in Manitoba and Western Ontario indicate good crops of both winter and spring grain. The spring acreage in the Winnipeg consular district is about 15 per cent. greater than last year, while crops are about ten days earlier. Reports from Eastern Ontario and Quebec are less favorable.

ARKANSAS. Waldo, Columbia Co., June 11.—There has not been so good prospects for crops in this vicinity since 1875. In regard to grain, this country has had to get the most of its feed from the North this year, although the corn crop at this time is very fine, and there is a full acreage. Cotton is fine, and there is a good season in the ground. J. C. SKINNER.

MISSOURI. Centerview, Johnson Co., June 10.—In our district the acreage sown was larger than last year, but was largely winter killed, and we think one-third of the ground has been replanted with corn, oats and flax. The remaining acreage will not make more than half a crop. There is comparatively none remaining in farmers' hands or in store. PORTER & DELANEY.

NORTH DAKOTA. Minto, Walsh Co., June 11.—The acreage of wheat here is about 5 per cent. above the average. The condition is good, but it is about 2 to 3 weeks later than 1895 on account of cold, dry weather and frost. We have had good rains the last few days, and with favorable weather from now on will get about 18 to 20 bushels per acre, which is a good average crop here. There is no

stock in store, and not 1 per cent. of last crop in farmers' hands. Barley and oats are a little below the average acreage. The condition is good. JAMES BELL.

OHIO. De Lisle, Darke Co., June 10.—The present wheat crop will not average over 50 or 60 per cent. at the very best. The acreage is not more than 50 or 60 per cent. of other years. Corn is very backward, and looking sickly. Oats are looking well. Hay is also looking well, and promises a large crop. There is very little grain, especially wheat, in farmers' hands or in store. WM. DREW & SONS.

MISSOURI.—The monthly crop report of the Missouri State Board of Agriculture, J. R. Rippey, Secretary, for June, shows the estimated condition of wheat in the state to be 53; oats, 75; corn, 86; rye, 74; flax, 86. The acreage of flax compared with 1896 is 88. Acreage of barley compared with 1896, 97; condition of barley, 92. Broom corn acreage compared with 1896, 92; condition 86. Clover, condition 89.

EUROPE.—Throughout Central and Western Europe wheat growth is generally retarded by the backward season, and in Spain, Italy and Hungary its quality is deteriorated by persistent rains. Condition reported improving in Northern Europe, also in Roumania, Bulgaria and parts of Russia; but not in Poland or the Southwestern provinces. Deficiency of the crop in France now estimated from 35,000,000 to 55,000,000 bushels.

ILLINOIS. Waldron, Kankakee Co., June 6.—There will be no winter wheat to speak of grown in this section this season. Winter wheat was mostly winter killed. Farmers plowed it under this spring, planting to corn, oats, and, in some cases, spring wheat. There will not be one-quarter of an average crop of wheat. The weather has been too cool for corn and it has not made much progress in growing. BENJ. W. DEDRICK.

MICHIGAN. East Gerry, Calhoun Co., June 9.—The outlook for the coming wheat crop is fairly good in this section. It will average about two-thirds of a crop. Oats are looking well. Corn is being replanted to a great extent. As for the old wheat in farmers' hands, I think it is very limited, although I could pick up a few cars. The standing acreage is about an average. I think the crop will average about 12 bushels to the acre. D. L. SWAIN.

INDIANA. Earl Park, Benton Co., June 11.—The acreage of corn and oats is about the same as last year. Oats are looking well. Corn stands thin in places and is very backward on account of cold weather. Old oats are all cleaned up. We have 7,000 in elevator—all the oats left. Stocks of corn in farmers' hands are from less to about the same as a year ago. Winter wheat was all killed; there was but little sown in this vicinity. McCRAE, MORRISON & CO.

SOUTH DAKOTA. Alpena, Jerauld Co., June 11.—The acreage of wheat is the same as last year; stand is a little below the average. The season is three or four weeks behind. May was dry, and the seed sown in this month did not germinate until rains of June 1 and 2 wet the earth. Much is therefore just appearing, and is growing well now. There is very little in elevators or farmers' hands. Some thrashing is being done now, but grain is in poor condition. D. H. WOOD.

OHIO. Covington, Miami Co., June 11.—The early sown wheat in this county is almost a failure. The late sown wheat is in good condition, and may make an average crop. Owing to the failure of the early sown wheat we have a large acreage of oats. It is in good condition. The corn looks very tame, owing to the cold nights. About one-third of the crop failed to come up. The stock of wheat in farmers' hands is low. Farmers are not inclined to hold much of a surplus. H. H. BAER.

IOWA. Bancroft, Kossuth Co., June 10.—Wheat looks well. The increase of acreage over last year is 20 per cent. Oats are thin on the ground and acreage is 10 per cent. less than last year. The crops are considerably frosted in lowlands. Barley is 15 per cent. less acreage. The early seedling looks good, late seedlings poor and thin on the ground. A considerable amount was killed by frost on lowlands, but it is sprouting again. The acreage of corn is about the same as last year, but poor stand on account of bad seed. It also froze to the ground the last night of May. J. A. WINKEL.

KENTUCKY. Owensboro, Daviess Co., June 9.—Almost continual cool weather, while mostly favoring wheat has kept the corn crop back, and frequent rains have prevented planting and farmers are considerably behind. Rain, however, has facilitated tobacco setting, but it starts off slowly on account of cool weather. We have had little or no real growing weather. Wheat is beginning to ripen and harvest is looked for in two or three weeks. The condition of wheat is pretty favorable, although some fields are too thin to cut. The quality bids fair to be the best. There is some little talk of "red rust" caused by cool weather. Alto-

gether, indications are for a better crop, considerably, than last year. J. W. GILBERT.

TENNESSEE. Murfreesboro, Rutherford Co., June 12.—Our acreage of wheat is about one-half that of the average year. The crop is looking well, and will produce a big yield. There is no wheat here either in hands of farmers or in warehouses. J. R. HALE & SONS.

OHIO. Cridersville, Anglaize Co., June 10.—Wheat is about 75 per cent. of a full crop. There is about 10 per cent. of old wheat in farmers' hands. Corn is all planted, and is about 3 weeks late. The corn that is up is of very bad color, as there has been too much rain. Oats are growing fine, and will make a full crop. Clover and timothy are doing nicely, but there are most too many weeds to make good hay. There has been a good catch of young clover this spring. There is about 40 per cent. of last year's corn in farmers' hands, and they are holding it until they see if they are going to raise any this year. JOHN REICHELDERFER & SON.

KANSAS.—F. D. Coburn, Secretary of the Kansas Department of Agriculture, informs us that a summarized report from correspondents of the Kansas Board of Agriculture in nearly every township in the state was made public June 5, giving conditions of growing crops on May 31. Unusual and almost uninterrupted cool weather, with abundant seasonable rainfall over much of the state has been excellent for wheat, and its general condition of 83 is an advance of three points over that at date of the last report, April 20. From a very few localities of least rainfall some old crop chinch bugs are reported, but not yet doing much in material damage or propagation. In Kansas chinch bug circles the season thus far has been one of discouraging depression, while the wheat has continued to prosper. The same weather so congenial to wheat has, however, held back the corn, and while the stand and prospect are very good, indeed, and cultivation is well in hand, the growth is not vigorous, nor can it be until there is a succession of warm days. The general condition for the state is given at 84.7, and the reporters note a considerably increased acreage in nine-tenths of the counties. **OATS.**—The average condition is 77. Some counties which raise most oats report the lowest conditions. Cool weather has interfered with growth. Highest conditions are in Meade, Pratt and Sedgwick, the latter reporting 102, and Morris but 31. Throughout the state conditions differ widely, even in counties adjoining. **POTATOES.**—The acreage of potatoes is represented as 10 to 15 per cent. less than one year ago. Condition 90. **BROOM CORN.**—In general there is a decreased acreage, although a few of the more prominent broom corn counties show large increase, such as McPherson, 22 per cent; Reno, 116; Rice, 118, and Stafford, 120 per cent. The present condition is 84. **FLAX.**—A slight decrease in acreage is reported, although some counties raising it most largely, such as Cherokee, Johnson, Neosho and Osage promise a small increase. Condition 90. **BARLEY.**—Acreage increased 5 per cent. Condition 82. **CONDITIONS OF OTHER CROPS.**—Spring wheat, 76; rye, 87; castor beans, 83; millet and Hungarian, 89; tame grasses, 93; alfalfa, 98; prairie grass, 96; apples, 75; peaches, 89; grapes, 93; cherries, 84.

MICHIGAN.—Washington Gardner, Secretary of State, Lansing, under date of June 8, sent us the following crop report: **WHEAT.**—The average condition of wheat June 1 was in the southern counties 82, and in the state 78, as compared with 84 and 82 on May 1. One year ago the averages were 69 and 77. The average condition now in the central counties is 66, and in the northern 81, as compared with 74 in the central and 87 in the northern one month ago, and 87 in the central and 95 in the northern one year ago. The average condition June 1 in the southern counties for 10 years has been as follows: 1888, 62; 1889, 87; 1890, 76; 1891, 96; 1892, 91; 1893, 77; 1894, 92; 1895, 66; 1896, 69, and 1897, 82. The average condition for the state has been as follows: 1888, 63; 1889, 89; 1890, 79; 1891, 89; 1892, 92; 1893, 79; 1894, 92; 1895, 73; 1896, 77, and 1897, 78. The lowest condition is found in the central and eastern counties of the fourth, fifth and sixth tiers of counties. The average condition in some of these is as follows: Forty-seven in Tuscola, 53 in Saginaw and Sanilac, 54 in Bay, 55 in Gratiot, 59 in Lapeer, 62 in Genesee and Isabella, and 69 in Midland. Wheat is late, and has been injured more than usual by wet weather. Much of it on low and wet land is badly drowned out. A considerable area would doubtless be plowed up were it not seeded to grass. The plant is quite generally reported "yellow" near the ground, but correspondents very rarely note the presence of insects, and many state that none have appeared. The number of bushels of wheat reported marketed in May is 610,975, as compared with 537,749 reported marketed in May, 1896, 376,948 in 1895, and 818,747 in 1894, and the amount marketed in the ten months, August-May, is 8,975,304 bushels, as compared with 8,319,619 bushels in the same months last year, 10,047,489 bushels in 1895, and 13,431,945 bushels in 1894. **CORN.**—The acreage planted to corn is reported at 99 per cent.

of acreage in average years. This estimate is to be taken as the opinion of correspondents of the area that will be planted, for, owing to the continued cold, wet weather, a large percentage had not been planted June 1. OATS.—The acreage sowed to oats is 91 per cent. of acreage in average years, and the average condition of this crop is 86. The average condition of meadows and pastures and of clover sowed this year is 98. The weather has been very favorable for these crops, and they, perhaps, were never in better condition in June than this year.

KENTUCKY.—Lucas Moore, Commissioner of Agriculture, informs us that for the June report replies were received from 164 correspondents, representing 112 counties, leaving only the counties of Adair, Edmonson, Larue, McLean, Oldham, Simpson and Woodford failing to report. WHEAT.—The condition of the wheat crop June 1 averages 93, which is a loss of 2 points during the month of May. June 1, 1896, the condition was 61. The crop continues to show the best condition in the central portion of the state, where 12 counties report an average above 100. The highest average condition is in Franklin County, 125. In Henderson County the condition is 55, the lowest, Livingston County following closely with a condition averaging 57. Marshall is the only county in Western Kentucky where the prospect is especially bright, 110 being the average reported in this county. Early wheat is ready to cut in Marshall County, but elsewhere the harvest period will be later than usual. Quite a number of counties, both in the central and western sections, report chinch bug and Hessian fly present, but the damage done by them appears slight, with the exception of the counties of Henderson, Livingston, Warren and Crittenden. Some rust is reported on blades and apprehension is felt on this account, particularly in Central Kentucky, where the crop is quite rank. CORN.—The condition of the corn crop on June 1 averages 82. On this date of 1896 the condition was 93. The crop continues in a very backward state. The weather conditions during May were not calculated to enable the crop to regain the loss due to late planting. In some counties it is estimated that planting will not be completed before June 10. The stand obtained so far is mainly reported good. Very few complaints are made of damage by cut worms, notwithstanding the weather conditions were such that the greatest damage might be expected from this source. OATS.—Although there was a lack of sunshine and moisture during May, the oat crop shows an improvement from 75 May 1, to 82 on the date of this report. The condition on June 1, 1896, was 69. No special features present themselves in connection with the crop. With a return to seasonable conditions, a fair yield may be expected. HEMP.—For the hemp crop the acreage as compared with the acreage of 1896 is 83. The condition of the crop is 84. The condition at this time of last year was 72.

GOVERNMENT CROP REPORT:—We have received the following from the United States Department of Agriculture, Division of Statistics, Washington, D. C., under date of June 10, 1897: The report of June 1, consolidated from the returns of township, county and state correspondents of the Department of Agriculture makes the acreage of WINTER WHEAT at present growing, after allowance for abandonments, 94.6 per cent. of the area harvested last year, or 89.9 per cent. of the area sown in the fall of 1896. This, in round numbers, is 21,562,000 acres. The percentages of winter wheat acreages upon the basis indicated, of the principal winter wheat states, are as follows: Ohio, 97; Michigan, 99; Indiana, 94; Illinois, 51; Missouri, 90; Kansas, 97; California, 105. In New York, Pennsylvania, Delaware, Virginia, North Carolina, Alabama, Texas, Arkansas, Tennessee, and West Virginia, the area sown compared with that harvested last year has been materially increased. The condition of winter wheat has fallen since report of May 1, being 78.5 per cent. against 80.2 on that date, a decline of 1.7 points. The condition on June 1 last year was 77.9. The percentages of the principal states are: Ohio, 88; Michigan, 79; Indiana, 60; Illinois, 38; Missouri, 45; Kansas, 88; California, 73. SPRING WHEAT.—The percentage of spring wheat area for the entire country, as compared with that of 1896, has been considerably increased, being 110 per cent. of last year's acreage. The total area of spring wheat sown is, therefore, in round numbers, 13,000,000 acres, and the combined winter and spring area is 34,569,000 acres, or 99.9 per cent. of that harvested in 1896. The condition of spring wheat shows an average for the whole country of 89.6 per cent. against 99.9 per cent. on June 1, 1896. The condition of all wheat is 82.7 against 87.6 per cent. the same date last year. The conditions of spring wheat for the principal spring wheat states are as follows: Minnesota, 94; Wisconsin, 90; Iowa, 90; Nebraska, 89; South Dakota, 78; North Dakota, 91; Washington, 100; Oregon, 98. OATS.—The preliminary report places the acreage of oats at 93.3 per cent. of last year's area, and makes the condition 89 per cent. against 98.8 last June. RYE.—Acreage of rye is 93 per cent. of last year's. Condition of rye, 89.9 per cent. BARLEY.—Acreage of barley, 92.2 per cent. of last

year's; condition of same, June 1, 87.4 per cent. RICE.—Acreage of rice, 103.1 per cent; condition, 98.8 per cent.

OHIO.—Official report of the Ohio Department of Agriculture on the condition of crops June 1, 1897. The following estimates represent the condition or prospect of crops as figured from the returns made up to June 1 by the regular township crop correspondents of the department. The percentage comparison is made with a fair average condition or prospect: Wheat, condition compared with an average, 85 per cent.; barley, condition compared with an average, 81 per cent.; rye, condition compared with an average, 88 per cent.; oats, condition compared with an average, 81 per cent.; clover, condition compared with an average, 93 per cent.; timothy, condition compared with an average, 87 per cent.; timothy, damage by grub worm, 4 per cent. While a few correspondents and localities report a decline in wheat prospect since the report of May 1, the general report shows an improvement of four points, as compared with last month. Notwithstanding the month of May has been cool and damp, and that several times the thermometer touched the freezing point there has been no apparent bad effect on the growing wheat. In many counties improvement is quite marked. In the northwest counties of the state, where the wheat has been showing the poorest, there has been some slight improvement. The weather conditions of May, while not unfavorable to wheat, have been damaging to other crops. CORN planting was very greatly delayed, and a considerable area is not yet planted. Much that was planted early rotted in the ground, and has been or will be replanted. CLOVER and timothy meadows are overrun with white top, which will materially affect the hay crop. POTATOES.—The excessive wet weather has also affected the potato crop. Reports are numerous of potatoes rotting in the ground.

The EXCHANGES

Detroit Board of Trade membership tickets are selling at \$50.

Milwaukee Chamber of Commerce memberships are selling at \$55.

Membership tickets in the Duluth Board of Trade are selling at \$75.

Tickets of membership in the Peoria Board of Trade are selling at \$125.

Membership tickets in the San Francisco Produce Exchange are selling at \$550.

Membership tickets in the Minneapolis Chamber of Commerce are selling at \$200.

Tickets of membership in the Chicago Board of Trade are selling at \$700 net to the buyer.

Tickets of membership in the Kansas City Board of Trade are selling at \$75, transfer fee \$5.

Tickets of membership in the Buffalo Merchants' Exchange sell at merely nominal prices. New certificates cost \$100, but none have been issued for many years.

Buyers of track grain at St. Louis have petitioned the Committee on Rules of the Merchants' Exchange to extend the time given for the inspection of grain to 48 hours. It is now 24 hours.

The annual excursion of the St. Louis Merchants' Exchange took place June 10. Two steamers were chartered and took large parties to Montezano, where for a day the ups and downs of the market were profitably forgotten.

The president of the Cincinnati Chamber of Commerce has been authorized to appoint five delegates to attend the first annual meeting of the Grain Dealers' National Association, to be held at Des Moines, Iowa, June 29 and 30. It is to be hoped that other exchanges will take similar action.

We are indebted to Wm. F. Wheatley, Secretary of the Baltimore Chamber of Commerce, for the Chamber's forty-second annual report, for the year ending Dec. 31, 1896. It contains nearly 200 pages, including an exhaustive report by President Robert Ramsey, conveniently arranged statistics covering the grain trade and other business of the city.

The Stock Exchange of Boston has adopted the following resolution for the conduct of its members toward bucket shops: "Any member of this Exchange, while representing his own interest or that of any firm with which he may be connected, or whom he may represent, who shall report the purchase or sale of stocks or bonds, where the said purchase or sale is fictitious in its character, and is not actually consummated, and where he, in fact, becomes the buyer or seller, as the case may be, no real purchase or sale having been made, as is the custom of bucket shops, or who shall directly or indirectly buy or sell stocks and bonds, in or for

any of the so-called bucket shops, knowingly, shall after conviction of any such offense before the Governing Committee be fined and obliged to pay for the first offense \$1,000, and for the second similar offense and conviction the said member shall be expelled from the Exchange and his seat sold."

At a meeting of the Chicago Board of Trade June 8 an amendment to the rules affecting grain warehouses was introduced, and will be voted upon after the customary ten days' notice. It provides that proprietors of warehouses declared regular by the Board shall be prohibited from storing therein any grain they directly or indirectly own, or which has been cleaned or mixed in any elevator or warehouse owned by them.

At the annual meeting of the Pittsburg Grain and Flour Exchange June 8, the following directors were elected: S. R. Patterson, H. L. Houck, L. S. McKallip, Caleb McCune, R. Thorn, J. O. McCracken, S. H. Smith, S. B. Floyd, H. G. Morgan, William Henry, Philip Geidle, Jr., G. W. C. Johnston and T. J. McCaffrey. President S. R. Patterson made an address, reviewing the work of the Exchange for the year, and complimenting the members upon the excellent showing, notwithstanding the business depression. The membership now consists of ninety-three shares. The treasurer's report showed a satisfactory condition of the finances.

An amendment to section 3 of rule 22 of the Chicago Board of Trade has been adopted. It provides that trading in wheat hereafter for future delivery beyond October 1 will be No. 1 Red, No. 2 Red Winter and No. 1 Northern Spring. On account of the uncertainty as to the meaning given the rule by the first amendment, this one was adopted. This puts the rule into effect at once, and stops all quibbling as to future trades for delivery after October 1. As a result of this action "new style" and "old style" December wheat began June 1, and the former, contracts beginning June 1, on which No. 2 red and No. 1 northern will be delivered, started at a premium of ¼ cent over the "old style" and finally closed ⅝ of a cent over.

A petition is being circulated among the members of the St. Louis Merchants' Exchange which is offered as a substitute for the one asking for a vote on the question of making No. 1 Northern and No. 2 Spring deliverable on contracts. This substitute petition asks for the establishment of a grade of No. 1 Northern similar to that prevailing at Minneapolis; and that printed blanks be supplied for contracts for No. 1 Northern, for No. 2 Hard and for No. 2 Spring for the use of members who may want to trade in any of these grades in addition to the grade of No. 2 Red Winter, now the speculative grade. This is urged as opening the way for trade in three other grades besides contract grades, and at the same time not interfering with sellers and buyers of contract grade.

The Cincinnati Chamber of Commerce has adopted the following additions to the rules governing public weighing: "Certificates issued by public weighers must show the entire contents of each car ordered to be weighed, or exceptions noted, and they must show the initial and number of cars from which the property was unloaded. Public weighers under appointment of the Chamber of Commerce shall use such form of certificate as shall be approved and adopted by the Board of Directors. Certificates of weight of grain, hay or feed, in addition to indicating the entire contents of the car weighed, shall report the condition of the car, with such other details as the nature of the case calls for." In connection with consideration of the prerogatives of the Standing Committee on Weighing, in a report by a special committee of the Board of Directors, which recommended the adoption of the foregoing rules, the committee offered the following, which was concurred in by the Board: "Your committee is of the opinion that the Weighing Committee have a right to exercise authority over the weighers within such scope as the by-laws and rules define, but that as new conditions or requirements arise it is only within the province of the Board of Directors to establish rules applicable thereto."

Alfred R. Goslin and Gerald M. Eberman, who are said to be connected with the firm of E. S. Dean & Co., were arrested at New York City, June 7, by United States officers. Upon indictments found three warrants were issued and James B. Kellogg, Harry D. Kyle and Sam. Keller, manager of the E. S. Dean Co., were arrested. Kellogg's counsel said he never had any connection with the E. S. Dean Co. Kyle was connected with the firm of Theodore W. Myers & Co., which executed orders for the Dean Co. All the indictments are for violation of the postal laws. The indictment against Eberman was found upon the affidavit of W. J. Booker of Memphis, and those against Goslin upon the affidavits of L. Booker and E. St. George Rogers of Indianapolis. Other arrests are expected. How would it do to investigate why the postoffice authorities are so slow in detecting open violations of the laws?

ELEVATOR

GRAIN NEWS

An elevator is being erected at Glen Hall, Ind.

A new elevator has been completed at Wea, Ind.

William Conner is erecting an elevator at Walnut, Ill.

A large elevator will be erected at Queenstown, Del.

A. H. Hewitt is building an elevator at Arlington, S. D.

Akin & Moline are erecting an elevator at Patterson, N. Y.

Chas. L. Douglas is building an elevator at Mar-seilles, Ill.

Follett Bros. are erecting an elevator at Sherburn, Minn.

Richard Chatten is erecting a grain warehouse at Goshen, Cal.

The Plain City Elevator Co. of Plain City, Ohio, has assigned.

An elevator is said to be wanted and needed at Kildare, Okla.

An elevator and flour mill is being erected at Kemptville, Ont.

A 60,000 bushel elevator is to be erected at South Edmondton, Man.

H. A. Crossman's new elevator at Needham, Mass., is about completed.

Leroy McCarrison has retired from the grain business at Buxton, Me.

Acker & Shryner are completing their new elevator at Panama, Ill.

Culbertson & Younger of Mays will erect an elevator at Vermilion, Ill.

J. P. Lichtenberger will erect a 10,000-bushel elevator at Sangamon, Ill.

The Lake of the Woods Milling Co. will erect an elevator at Bagot, Man.

There is a project on foot for the erection of an elevator at Mahomet, Ill.

Lambert & Smith, millers of Delta, Ohio, are erecting a large elevator.

Kenneth Campbell of Brandon is putting up an elevator at Forrest, Man.

Jules Kauffman & Co. are building a grain warehouse at Alessandro, Cal.

The Northern Pacific R. R. Co. will build an elevator at Crookston, Minn.

The Gnthrie Grain Co. of Gnthrie, Okla., is erecting an elevator at Newkirk.

Goldsmith & Hague are building a 30,000-bushel elevator at Alexander, Man.

Calleway & Co., dealers in grain and feed at Louisville, Ky., assigned recently.

The Arkansas City Milling Co. may build an elevator at Arkansas City, Kan.

A. Reid of Stockton is building a 30,000-bushel elevator at Cypress River, Man.

H. B. McGregor has sold his interest in the Odell Grain and Stock Co. at Odell, Ill.

Darling & Bryant, grain dealers at Pepperell, Mass., have dissolved partnership.

Negotiations are pending regarding the erection of an elevator at Logansport, Ind.

The Union City Mill Co. of Chattanooga, Tenn., will erect an elevator to cost \$10,000.

The Model Mill Co. contemplates erecting an addition to its elevator at Greeley, Colo.

C. H. Hardy has purchased J. H. Price's elevator and grain business at Griffin, Ind.

E. F. Boelte will erect an elevator at Canfield, N. Dak., and engage in the grain business.

The Great Western Elevator Co. of Minneapolis will build an elevator at Lisbon, N. Dak.

A grain warehouse is being erected at the Hamilton Flouring Mill, Honeoye Falls, N. Y.

Learsley & Creighton, dealers in grain and hay at Phoenix, Ariz., have dissolved partnership.

D. B. Morgan has succeeded Geo. M. Robbins, grain dealer and grocer at Julesburg, Colo.

J. H. Eversole, dealer in grain and hay at Potomac, Ill., writes us that he has removed from that

place to Mayview, Ill., where he has just commenced the erection of an elevator.

Renben B. Hill has purchased L. S. Roberts' grain and hay business at New Milford, Ill.

J. P. Coffman of Claytonville, Ill., contemplates engaging in the grain business at Potomac.

Williams, Brown & Co., grain merchants of San Francisco, Cal., failed recently for \$600,000.

Blake Bros. have enlarged their grain store at Hill, N. H., and look for an increased business.

The Northern Grain Co. of Chicago has put its new elevator at Manitowoc, Wis., in operation.

The Sank County Elevator and Farm Produce Co. of Sauk City, Wis., has filed notice of dissolution.

Lorrin Hasenwinckle, dealer in grain, etc., at Hudson, Ill., is building an elevator at Kerrick.

The City Grain and Feed Co. of Columbia, Tenn., is erecting an elevator of 15,000 bushels' capacity.

Miller & Sons are reported to be contemplating the erection of two elevators at Hunnewell, Kan.

The Texas Grain Co. of Ft. Worth, Tex., contemplates erecting an elevator at Arkansas City, Kan.

Fred. Gray is about to erect a building at North Auburn, Me., which he will use as a grain store.

Jacques & Crow have engaged in the grain business at Ord, Nebr., where they have erected an elevator.

The Vermillion Development Co. intends to establish a first-class modern rice mill at Gueydan, La.

The firm of Pinkston & Jahn has been organized at Rising, Ill., and has engaged in the grain business.

James M. Johnson, miller of Alpena, Mich., will erect an elevator to be operated in connection with his mill.

Mat Sawyer and Joseph Hall have formed a partnership at Baker, Ill., to deal in grain, coal, lumber, etc.

The Sidney Power Co. is erecting an elevator at Sidney, Ore., to be run in connection with its flouring mill.

Geo. E. Nash has opened a grain store at Lockport, N. Y., where he is dealing in grain, feed, flour, etc.

G. A. Kelm has engaged in the grain business at Stillwater, Minn., dealing in grain, seeds, flour and feed.

A. H. Kasper will rebuild his warehouse and elevator at Kendrick, Idaho, which were burned last February.

The Tomlinson Grain and Lumber Co. has been organized at Winchester, Ind., with a capital stock of \$10,000.

H. D. Wagner's new elevator at Hinckley, Ill., is nearing completion. It will have a capacity of 100,000 bushels.

P. D. Smith is negotiating with Seely, Son & Co. of Fremont, Neb., for the erection of an elevator at St. Edwards.

William McConnell of Palmer, Wis., has removed to Superior, where he will engage in the grain and hay business.

C. F. Hankey & Son will build an elevator at Boyne Falls, Mich., which will have a capacity of 25,000 bushels.

Coon Brothers, of Rantoul, Ill., have succeeded Geo. A. Conard & Co., dealers in grain, etc., at Claytonville.

John Purcell, grain dealer of Pnrcell, Kan., has overhauled and repaired his elevator, preparatory to buying grain.

C. W. Moon, grain dealer of Lakeville, Ind., contemplates putting new machinery in his elevator in the near future.

S. M. Hathaway, dealer in grain, etc., at New Bedford, Mass., intends to erect a three-story grain storage building.

G. H. Mersman of Glandorf, Ohio, has purchased a complete grain elevator outfit of W. W. Stephens & Co. of Chicago.

F. S. Grubb of Weyanwega, Wis., is erecting an elevator and feed mill at Stanley, where he will engage in business.

The Nordyke & Marmon Co. has secured the contract for the machinery equipment of a large elevator being built by J. L. Ridgway at Stone Fort, Ill.

Guy Irwin, dealer in grain, feed and live stock at Hornick Falls, Iowa, writes us that he has sold his elevator and dwelling at that place to J. P. Pearce of the Mallory, Son & Zimmerman Co., live

stock commission merchants of Chicago. The elevator will be operated by E. S. Walter.

C. H. Witt, grain dealer and general merchant of Fredonia, Wis., assigned recently with liabilities of \$9,000, assets \$8,000.

Wm. F. Coleman has purchased the business of Chas. Davies, dealer in grain, feed, flour, straw, etc., at Williamsport, Pa.

Jas. A. Beernink, grain dealer of Reeseville, Wis., has removed to South Byron, where he has engaged in the grain business.

C. H. Sells, dealer in grain, hay, coal, etc., at Pittwood, Ill., is erecting an elevator, and will do an increased business.

The W. W. Cargill Co. of La Crosse, Wis., will begin work on a 500,000-bushel annex to its elevator at Green Bay in July.

The Farmers' Mercantile & Elevator Co. has been incorporated at Dennison, Minn. The new company will build an elevator.

T. M. Cole has completed his 35,000-bushel elevator at Abilene, Texas, which will be operated in connection with his mill.

Farmers of Anderson, Ind., are organizing a company for the purpose of erecting and operating an elevator and flouring mill.

Jacob Kremer has succeeded the firm of Kremer & Beggs, dealers in grain and coal at Arcola, Ill. Charles Beggs has retired.

C. O. Diver & Co. are erecting an elevator at Middletown, Ohio, where they will shortly engage in the grain and feed business.

S. L. Williams, grain dealer of Shenandoah Junction, W. Va., is building a warehouse as an annex to his elevator at that place.

William Grace and Jeremiah Bextell have purchased and will operate Shearer & Grace's elevator and saw mill at Wyatt, Ind.

W. H. Delong, grain dealer of Sadorns, Ill., is reported to be doing a good business and buying a good deal of corn and oats.

Clark & Daniels, grain dealers and millers of East Barrington, N. H., are building a large addition to their grain warehouse.

The Golden Crown Mill at Socorro, N. M., is to be enlarged and a large elevator will be erected and run in connection with it.

Massey Cox announces that he has leased the Schnitz elevator at Happyville, Ill., where he has engaged in the grain business.

Roach & Davies, dealers in grain, hay, etc., at Butte, Mont., have dissolved partnership, M. L. Davies continuing the business.

The Kansas Grain Co. contemplates building an elevator at Hutchinson, Kan., to take the place of the one recently destroyed by fire.

The elevator office of J. B. Jacoby & Co., Seven Mile, Ohio, was entered by thieves recently and robbed of small change, stamps, etc.

Jacob Kropf and William Berry have purchased Kaufman Bros' elevator at Cissna, Ill., where they have engaged in the grain business.

S. I. Stnmp will erect an elevator at Armada, Mich., which will be equipped with the latest machinery, including a gasoline engine.

Taylor Bros., millers of Quincy, Ill., are erecting a 125,000-bushel elevator at that place, which will be run in connection with their mill.

The village of Portsmouth, Ont., offers a bonus of \$10,000 to any person or company who will erect a 500,000-bushel elevator at that place.

John Gnire, dealer in grain, feed and flour at West End, Long Branch, N. J., has erected a hay and grain storage building at that place.

The project to build an additional elevator for the Tradesmen's Storage Elevator Co. at Philadelphia, Pa., has been temporarily abandoned.

James and J. E. Carlon of Emory, S. D., have leased a site at Chandler, where they will erect an elevator and engage in the grain business.

J. A. S. Worman, coal and grain dealer of Pottstown, Pa., assigned June 1. Inability to make collections is given as the cause of the failure.

Smith & Korning, dealers in grain and coal at Kilbourn, Wis., have leased an elevator at Portage, Wis., where they will buy grain and produce.

Mr. Grant of Remington, Ind., contemplates the erection of an elevator at Rose Lawn, Ind., and establishing a grain, coal and lumber business.

The Lawler Elevator Co. has been incorporated at Lawler, Iowa, with a capital stock of \$5,000, to engage in the grain, seed and live stock business. The officers are J. E. Landon, President; G. Miller, Vice-President; Wm. H. Parker, Secretary; James Curran, Treasurer; A. M. Snyder, James McKone,

F. E. Ayers, P. F. O'Byrne and L. A. Larson, Directors. The company is erecting an elevator at Lawler.

Williams Bros. will build a large elevator at Hartley, Iowa, where they will engage in the grain business and other lines.

The Brackman & Kerr Milling Co. of Edmonton, N. W. T., has decided to build a 50,000-bushel elevator at Wetaskiwin, Alberta, this summer.

Wheeler Springer and G. H. Brown have formed a partnership, and engaged in the grain business at Ulrich, Ill., where they will erect an elevator.

Lawrence A. Wilson, Montreal, has purchased the plant of the McDougall Distilling Co. at Halifax, N. S., and has formed a company to operate it.

The Jennings elevator at Humboldt, Ill., which has not been operated for some time, is being torn down. Mr. Jennings will rebuild on the same site.

G. T. Bradshaw writes us from Russell, Kan., that he has made arrangements to build a 10,000-bushel elevator and a 50-barrel flouring mill at that place.

A stock company is being organized at Owen Sound, Ont., for the purpose of erecting a 500,000-bushel elevator on the Grand Trunk road at that place.

Wood Bros. & Co. of Mazon, Ill., are building a new elevator. The equipment and grain elevating machinery is being furnished by W. W. Stephens & Co.

The firm of Ingram & Ernst has been organized to carry on a grain business at Humboldt, Ill., J. M. Ernst having purchased a half interest in the elevator.

The C. O. & G. R. R. elevator at Oklahoma City, Okla., has been completed. Davidson & Smith, grain dealers of Kansas City, Mo., will operate the house.

Farmers in the vicinity of Mantorville, Minn., have organized a company with a capital stock of \$2,500 and will erect an elevator of 15,000 bushels' capacity.

Geo. W. Kester and W. F. Kettenback of Lewiston, Idaho, will build a warehouse and elevator at Juliaetta, where they will engage in the grain business.

W. H. Stipp, grain dealer of State Center, Iowa, has added to his elevator a corn sheller, feed grinder and crusher and will largely increase his business.

Upon petition of Moses Chaney the firm of Maxwell & Chaney, dealers in grain and coal at Independence, Mo., has been dissolved and a receiver appointed.

L. Hutchinson, who has engaged in the grain business at Sibley, Ill., purchased the interest of J. F. Caldwell and the latter will retire from the grain trade.

The Oklahoma Gin and Grain Co. has been organized at Oklahoma City, Okla., with a capital stock of \$5,000, by Frank Farrah, W. O. Church and D. C. Richardson.

The Rothschild Grain Co. has purchased the elevator of L. Broderick, dealer in grain and coal at Superior, Iowa. Mr. Broderick has been retained as grain buyer.

L. F. Dutton is conducting the elevator at Cedar Rapids, Iowa, and one at Savanna, Ill., dividing his time between the two. His headquarters are at Cedar Rapids.

T. J. Carmody's elevator at Merna, Ill., was recently sold by the sheriff to Mr. Terrence Carmody. The former owner became involved and disappeared some time ago.

The W. W. Cargill Co. of La Crosse, Wis., will build a 500,000-bushel annex to its 300,000-bushel elevator at Green Bay, Wis. Work will be commenced in July.

H. H. Baer of Covington, Ohio, writes us that B. P. Lohman, grain dealer of Gettysburg, Ohio, has contracted for new and improved machinery for his elevator.

Jas. A. Sprague has bought the interest of F. H. Johnston, of the firm of Sprague & Johnson, grain dealers of Columbus Junction, Iowa, and will take possession July 15.

G. C. Fanton of Desplaines, Iowa, is building a new elevator. The complete equipment of grain handling machinery was furnished by the Weller Mfg. Co. of Chicago.

Hunter & McBride, grain dealers of Hamburg, Iowa, have completed their new elevator at that place, which takes the place of the one destroyed by fire some months ago.

Cadwell Bros. are erecting an elevator at Stanton, Mich., and will also have an office and a warehouse 24x90 feet in size. The elevator will have a capacity of 10,000 bushels and will be operated by

a 10-horse power gasoline engine. Cadwell Bros. will buy and ship grain, beans, potatoes and other farm products, and will sell feed, flour, etc.

The Northern Grain Co. of Chicago, whose elevator and mill at Ashland, Wis., were burned recently, will rebuild both structures. The elevator will be built on the dock.

W. A. Marshall has traded his farm for the elevator at Deer Creek, Ill., operated by E. W. Finch, and has engaged in the grain business, to which he will devote all his time.

Heimerdinger Bros. of Cary, Ill., are building a new elevator and have purchased the complete equipment of grain elevating machinery of W. W. Stephens & Co. of Chicago.

McKenzie & Winslow, grain dealers of Fall River, Mass., have begun the erection of a brick block at that place, part of which they will occupy in carrying on their business.

George W. P. Jerrard has purchased from Anson C. Jerrard and John F. Jerrard the seed business in Caribou, Me., established by him in 1882, and from which he retired in 1894.

President Stuyvesant Fish of the Illinois Central Railroad is said to have made arrangements for the erection of a 1,000,000-bushel elevator and grain warehouse at New Orleans, La.

The Illinois Valley Milling & Shipping Co. of Ottawa, Ill., has purchased a new dump, scales and necessary machinery for handling grain in its elevator, of W. W. Stephens & Co.

Walker & Snell, grain dealers of Radford, Ill., whose elevator was recently burned, have established themselves in a new office, where they will do business until their elevator is rebuilt.

The R. D. Hubbard Milling Co., and R. D. Hubbard of Mankato, Minn., assigned recently, but the assignment does not affect the firm of Hubbard & Palmer, who operate a line of 36 elevators.

A committee of the Board of Trade of Port Townsend, Wash., is organizing a company with a capital of \$500,000, for railroad and other construction. They may build an elevator at Port Townsend.

J. S. Redington has engaged in the grain and feed business at New Carlisle, Ind., where he has purchased a feed mill. He has overhauled and improved his building preparatory to doing business.

Fred P. Rush & Co., grain merchants of Indianapolis, Ind., have contracted with the Nordyke & Marmon Co. for power plant and necessary machinery to equip a grain elevator at Farmer City, Ill.

The Farmers' Coöperative Association is building an elevator at Northfield, Minn., and the farmers will engage in the grain business. The house will have a capacity of 30,000 bushels and will cost about \$3,000.

W. N. Potter & Sons will erect a large addition to their grain warehouse at Charlemont, Mass., and will also put in facilities for handling coal, which they will handle in connection with their grain business.

The Export Elevator Co.'s elevator at Buffalo, N. Y., which is being erected by John S. Metcalf & Co. of Chicago will be completed and ready for operation about July 1. It will have a capacity of 500,000 bushels.

Ed. Cheesman writes us that R. C. Cheesman, proprietor of the West River Roller Mill, at Hagerstown, Ind., contemplates erecting a 10,000-bushel elevator at that place, to be run in connection with the mill.

D. E. Richardson, head of the firm of Richardson & Co., large grain exporters of Boston, Chicago, and Kansas City, is negotiating for the lease of the Galveston Wharf Co.'s new elevator at Galveston, Tex., this season.

The office of Joshua Dean, dealer in grain and lumber at East Bridgewater, Me., was broken into by burglars recently, who secured little for their pains. The safe was wrecked, but \$100 in a pigeon-hole was overlooked.

Work has been commenced on the construction of the 500,000-bushel elevator to be erected by the L. & N. R. Co. at Pensacola, Fla. The plans were prepared by Jas. Stewart & Co., engineers and contractors, of St. Louis.

St. John Bros., grain dealers of Heron, Minn., have purchased White's elevator at Beaver Creek, where I. M. C. Reeder is buying grain for them. Mr. White will probably engage in the grain business at Liveryn, where he will erect a grain warehouse.

The Dominion Elevator Co. has been incorporated at Winnipeg, Man., with a capital stock of \$200,000 to engage in the grain business, erect and operate elevators. The incorporators are Redmond P. Roblin, Geo. Leary, J. Harris, Duncan J. Harris, Duncann E. McBean, Robert Muir, Fred. Phillips, Will-

iam Wallace McMillan, Archibald McBean, Samuel A. McGaw, all of Winnipeg, grain merchants, and Hugh S. Patterson of Portage la Prairie, Man., grain merchants.

Thomas Sampson, who has been associated with David Robertson in the grain business at Rio, Wis., for a number of years, has severed his connection with that firm, and will take possession of Farham & Allen's elevator at Columbus.

The perennial report of the building of a new elevator at Superior, Wis., bobs up this season in magnified form. This time, according to rumor, the Great Northern road is to build no less than three elevators at that ambitious city.

The boiler in the engine room of the elevator belonging to Harris Bros. at Waverly, Neb., was recently found to be in a dangerous condition, and a new one has been put in its place. Other repairs to the power plant are being made.

A. B. Cohee & Co., grain dealers of Bringham, Ind., are rebuilding their elevator at that place, which was destroyed by fire recently. The Weller Mfg. Co. of Chicago was awarded the contract for furnishing a full line of machinery.

J. A. Peterson, grain dealer of Willmar, Minn., assigned recently, with liabilities of \$21,682, and assets \$13,019. Mr. Peterson is one of the oldest business men in the county. Dealing in options is said to be the primary cause of the failure.

The National Elevator Co. of Winona, Minn., has obtained a warrant for the arrest of J. C. Thompson, its agent at Devils' Lake, N. D., who is charged with embezzlement. Thompson left for the South May 1, with about \$1,000 of the firm's money.

The Harnden Seed Co. of Kansas City, Mo., held its annual election June 8. W. W. Harnden, William Markurth and Ruth Coe Harnden were elected directors. W. W. Harnden was elected president and treasurer and William Markurth secretary.

Negotiations are pending for the erection of the Iowa elevator at Peoria, Ill., which was recently burned. It is said that the Union elevator will also be rebuilt. It belonged to the Burlington railroad, but a stock company may be formed to rebuild it.

J. W. Fisher & Co., dealers in grain and hay at Cincinnati, Ohio, are making additions to their warehouse on Water Street. New machinery will be added, including conveyors, grain cleaner, etc., and they also intend to put in a feed mill in a short time.

The Lake of the Woods Milling Co. of Keewatin, Ont., intends to erect seven or eight elevators at different points in Manitoba, and will make improvements to its property at Winnipeg and elsewhere to facilitate the handling of wheat received from farmers.

The firm of W. A. Miller & Co. has been incorporated at San Francisco, Cal., with a capital stock of \$25,000, to conduct a grain and feed business. The incorporators are Mrs. Jane A. Miller, Winthrop A. Miller, Emily A. Miller, Annie L. Miller and Abraham Hall.

Hiestand, Warner & Co., of San Francisco, Cal., have bought Cheatham & Bahe's grain warehouse at Kendrick, Idaho, where they will buy grain. Hunter Brothers, who operated the warehouse the past season, will probably represent Hiestand, Warner & Co. at Kendrick.

The Ferrin Bros. Co., dealers in farm produce of Detroit, Mich., have leased the Jones elevator at Charlotte, at which point it has been operating an elevator and handling beans for the past year. The company will continue its bean business and will also do a general grain business.

On account of legal difficulties regarding the granting of a bonus of \$25,000 for the erection of the Grand Trunk elevator at Midland, Ont., the building of the elevator has been postponed until next spring. All preparations have been made for the erection of the house, and it is expected that it will be ready to receive grain by June 1, 1898. It will have a capacity of 700,000 bushels.

The H. C. Hills Co., dealer in grain, feed, flour and hay at Seattle, Wash., has removed to the Columbia dock at that place, where the company will have increased facilities for carrying on its business. Mr. Hills has been connected with the grain, feed and hay business of Seattle for a great many years, and in May, 1891, opened up business for himself in these lines, since which time his trade has grown to one of large proportions.

The City Council of Kingston, Ont., has decided to accept the offer of Edwin Mooers & Co. to build an elevator of 500,000 bushels' capacity at that place. On June 16 the electors will vote to grant the company a bonus of \$25,000. The Mooers Grain Elevator Co. has been organized with a capital stock of \$80,000, with the following shareholders: E. Mooers, Duluth, \$5,000; Henry Mooers, Kingston, \$25,000; George Mooers, Kingston, \$20,000; J. T. Armstead, Duluth, \$5,000; W. J. Livingston, \$5,000; Inglis & Sons, Toronto, \$5,000; D. Cooper, Kingston, \$1,000; George F. Clarke, Collins'

Bay, \$1,000; R. McLeod, Kingston, \$1,000; R. F. Clow, Kingston, \$1,000; R. Carroll, Kingston, \$1,000; McLeod, Campbell & Smith, Duluth, \$10,000.

Andrews Bros., grain dealers of Metamora, Ill., shipped in four days recently 19 cars of corn, all of which graded No. 2. Heintzman & Co., grain dealers of the same place, shipped about the same amount in the same time, and these shipments beat the four-day record in Metamora for the past 20 years by 15 cars.

The Washington Rice Milling Co., which was recently organized at Seattle, Wash., has established a cleaning plant at that place which has all the latest machinery, with a capacity of seven tons per day. The company also carries a large stock of all grades of rice, including fine broken grades suitable for brewing purposes, broken rice for chicken feed, and rice bran for stock.

Wm. Rouse & Son's elevator at Indianapolis, Ind., has been completed, and the firm is now handling grain. The elevator is equipped with all the latest improved machinery for handling, clipping and cleaning oats and for handling grain of all kinds in the best and quickest manner. The elevator has a cleaning capacity of 50,000 bushels, with a storage capacity of 30,000 bushels, and is fitted up throughout with the Barnard & Leas Mfg. Co.'s latest improved machinery. A gas engine of 35 horse power has been put in by the New Era Iron Works of Dayton, Ohio.

R. W. Forbes & Co., the large grain exporters of New York City, have leased the New Orleans & Western Belt Railroad's elevator at Port Chalmette, New Orleans, La., for a term of two years, beginning June 1. It is said that Forbes & Co. exported 18,000,000 bushels of grain via Norfolk last year, and that on account of the elevator facilities at that port being inadequate to their growing export trade, a large part of their exports will go via New Orleans instead of Eastern ports, as was the case last season. The Chalmette Elevator has a capacity of 500,000 bushels.

The Pennsylvania Warehousing and Safe Deposit Co. of Philadelphia, of which George H. Earle Jr. is President, has purchased the grain elevator and other property of the Tradesmen's Warehousing Co. at Twenty-third and Race streets. The Pennsylvania Co. will build a warehouse, which will be operated in connection with the Baltimore & Ohio Railroad Co. The grain elevator and warehouse heretofore operated by the Tradesmen's Elevator Co. will be operated by the Pennsylvania Warehousing and Safe Deposit Co., the facilities of the new warehouse being added to the present accommodations as soon as the building is completed.

The National Rice Milling Co.'s new Pembroke Rice Mills at Brooklyn, N. Y., have been put in operation. The mills have a capacity of 500 bags per day. They are surrounded by water on three sides, and so located that the rough product can be taken direct from steamer and the finished rice placed on board vessel, if desired, without rehandling. A bag elevator is being constructed, to have a capacity of 2,000 bags per day. The machinery of the mills is of the most modern type, and is operated by electric motors. Hitherto the National Rice Milling Co. has handled only domestic rice. The new mills, however, will use mainly foreign rice, though they are also equipped for milling the domestic product, which has to be put through one more process. The company claims that these are the only mills in the North prepared to finish domestic rice.

Pursuant to orders of the court the following elevators in East St. Louis, formerly belonging to the United Elevator Co., were sold and bid in by the Reorganization Committee of the Consolidated Elevator Co., June 3; Union Elevator, \$125,000; East St. Louis, \$125,000; Valley, \$20,000. On June 5 another sale was held, the remaining elevators of the United Co. being bid in by the committee: Central "A," \$550; "B," \$105,000; St. Louis, \$600, subject to mortgage of \$180,000; Merchants', \$100,000; Union Depot, \$200, subject to mortgage of \$112,500. The Consolidated Co. now owns all the elevators of the United Co. except the Advance, which was bought by C. H. Albers. The company will now complete its organization, and with a capital stock of \$2,000,000 will be in good condition to handle the new crop. Some of the elevators will have to be overhauled and repaired.

A new grain route has been established in the formation of a line between St. Paul, Minneapolis, Minnesota Transfer and Newport News, Va., via the Wisconsin Central and Manitowoc, the Great Lakes Steamship Co., the Cleveland, Cincinnati, Chicago & St. Louis and the Chesapeake & Ohio railways for the transportation of freight from the Northwest to Newport News and thence across the ocean. At Newport News connection is to be made with the Chesapeake & Ohio Steamship Co. to Liverpool and London; also with the United States Shipping Co. to Hamburg, Rotterdam, Glasgow, Dublin, Belfast, Antwerp, Leith and Bristol.

COMMISSION

J. E. Cullison has established the grain and stock commission firm of Cullison & Co. at Portland, Ore.

B. W. Mulford & Co., grain and flour commission merchants of Minneapolis, have removed to Duluth, Minn.

The W. S. Mitchell Grain Co. has been incorporated at Kansas City, Mo., with a capital stock of \$75,000.

Davis, Palmer & Co. have succeeded the grain commission firm of Davis, Hubbard & Co. of Minneapolis, Minn.

Chas. H. Leas and others of Keokuk, Iowa, have organized the Leas Grain Co. at that place to carry on a commission business.

L. Berger & Co. and E. Czintz, commission merchants of Dallas, Texas, have consolidated under the firm name of Czintz & Co.

The W. A. Michael Commission Co. of Omaha, Neb., has opened a branch office—a "grain and stock exchange"—at Creston, Iowa, in charge of Frank E. Lewis.

The partnership of McIntyre & Wardwell, grain and stock commission merchants of New York City, recently expired by limitation, and the limited partnership was renewed.

Abbott G. Cockrell and Benj. Cary have formed a partnership under the firm name of Cockrell & Cary, and will conduct a commission and grain business at 108 Main Street, Houston, Texas.

A. W. Martin has succeeded J. F. Duncan as representative at Dubuque, Iowa, of F. G. Logan & Co., commission merchants of Chicago. Mr. Martin also represents J. S. Bach & Co. and Woershoffer & Co.

The C. P. Dewey Co. has been incorporated at Chicago with a capital stock of \$300,000, by C. P. Dewey, W. P. Hays and C. T. Killen. Its line of business is stated as general manufacturing, grain, vegetable, etc., storage, supply, etc.

The report that C. C. Ames of the grain commission firm of Ames, Lockwood & Co., Duluth, Minn., had disappeared, and that fraud had been committed, appears to have been erroneous. Mr. Ames left home on business relating to the reorganization of his firm.

Another bucket shop has met its fate. The offices of the International Grain and Stock Co. at No. 53 New Street, New York, were raided recently by the police, who arrested the proprietors on warrants charging them with technical gambling in running a bucket shop.

F. J. Fowler, who recently established the commission firm of F. J. Fowler & Co. at Cincinnati, Ohio, will be joined by his brother, J. F. Fowler, who is at present in London, England, about July 1. They will carry on the grain business under the firm name adopted.

The firm of Tomlin & Beall has succeeded the firms of J. H. Tomlin & Co. and the Nelson Commission Co. of Kansas City, Mo. The Nelson Co. was established in 1880, dealing in grain and mill products. The members of the new firm are well known in the grain trade.

Thos. H. Botts and F. Johnson Levering have formed a partnership under the firm name of Botts & Levering, for the purpose of conducting the flour, grain and general commission business at Baltimore, Md. Mr. Botts has been with the commission firm of J. C. Legg & Co. for the past 20 years.

The north end is to have a grain and stock bucket shop which will open out on the ground floor of the Temple block, say the Kansas City Star. It is to be a sort of speculative kindergarten, as trades in as low as 100 bushels of grain or one share of stock will be taken. It only takes a dollar to break into this game.

The sign of C. T. Smith & Co., investment agents, stocks, bonds, grain and provisions bought and sold, is still up in gilt letters on the door of an office of the Syndicate building in New York City, but the office is empty. The furniture was sold to satisfy a chattel mortgage. C. T. Smith & Co. advertised that their discretionary syndicates paid customers over 6 per cent. a week. H. M. Hamlin, another dealer in discretionary syndicates, who had his office at No. 155 Broadway, has ceased operations. He omitted, on departing, to pay his rent.

The American Glucose Co. of Peoria, Ill., recently installed George Powers as grain buyer on the Peoria Board of Trade, and two other corporations have followed this example. Peter Casey is now representing the American Spirits Mfg. Co. on Change, and B. F. Rhodehamel, manager of the Peoria Glucose Co., is buying grain for his company. The reason assigned for the change from the old custom is that corn has been higher in Peoria than

in Chicago and St. Louis, owing to a lack of competition, and the grain consuming interests think that by having individual buyers the grain can be purchased more cheaply.

Warrants were recently issued for the arrest of Frederick Schwartz, Herman Schwartz and William R. Sandweg, charging grand larceny and embezzlement. This is a result of the failure of the Schwartz Commission Co. of St. Louis, Mo., last winter. The warrants are based on information to the effect that the defendants, in their capacity as President and Vice-President and Secretary of the commission company, received from Henry Pohlman Jr. 450 bushels of wheat, and from August Pohlman 361 bushels of wheat. It is alleged that the wheat was sold, and that the defendants kept the proceeds. The Pohlmans claim that they left their wheat with the commission company simply for storage and not to be sold.

OBITUARY

Lloyd Wilcoxon, a veteran grain dealer of Muncie, Ind., died recently at an advanced age.

Wesley Council, a well-known grain and lumber dealer of Williamsville, Ill., died recently.

Wm. G. Metzger, of the Metzger Linseed Oil Co., Chicago, died at Norfolk, Va., June 9. Mr. Metzger was well known as a linseed miller.

Dr. C. B. Lake, senior member of the rice milling firm of C. B. Lake & Co., Westlake, La., died at his home in Republican City, Neb., May 10.

Asahel H. Dorman, a prominent citizen of Belcher-town, Mass., died May 31, aged 72 years. Mr. Dorman was a member of the firm of Dorman & Sanford, grain dealers, and had been in the grain business for many years.

R. F. Carter of Watertown, N. Y., died recently, aged 52. Mr. Carter was born at Evans Mills, N. Y. He retired from active business about two years ago, up to which time he had been an extensive buyer and shipper of hay.

Wm. H. Baker, one of the best known business men in Northern New York, dropped dead on the street in North Creek, N. Y., May 27. Mr. Baker had been connected with many business enterprises, among them being the grain, feed and flour business.

Horace M. Chapman, who was formerly connected with the grain trade of Willimantic, Conn., died May 31, at the advanced age of 79 years. Mr. Chapman formed a partnership with Ansel Arnold in Willimantic in 1877, to engage in the grain business. He continued in the business until three years ago, when he sold out.

Edwin Hasbrouck, an old-time Board of Trade man of Chicago, died at his home in this city June 7. Mr. Hasbrouck was born in Marlborough, N. Y., in 1811, and came to Chicago in 1867. He was employed for a number of years by Hiram Wheeler, the grain man, and was associated with Mr. McCrae, who was President of the Board of Trade, in the firm of Hasbrouck & McCrae. When the firm was dissolved some time ago, Mr. Hasbrouck retired.

PERSONAL

A. P. Young, formerly of La Grange, Ill., has removed to Burr, Nebr., to take charge of an elevator.

E. Hartsock, grain agent for Crocker & Co. at Laues, Ill., has resigned, and Mr. Malone has taken his place.

C. C. Moeller, of the firm of C. C. Moeller & Co., grain commission merchants of Chicago, Ill., has gone on a trip to Alaska.

F. N. Rood, grain merchant and banker of La Rose, Ill., and Miss Elizabeth Simpson were married June 2. They will live at La Rose.

E. L. Waggoner, who was sent out by the Illinois Grain Dealers' Association to solicit members, is meeting with the greatest success. The Association now has a membership of over 300 grain dealers.

Chas. S. Dole, formerly a member of the old firm of Armour, Dole & Co. of Chicago, has "gone West," and is buying land in Hailey, Idaho, where he may build a home. Mr. Dole engaged in the grain business in 1854, and continued it until 1885, when he retired.

Gustav Behrendt, grain merchant of Berlin, Germany, is visiting the large grain centers of the United States, and will return to Germany June 28. Mr. Behrendt is said to be the largest German importer of grain who visits this country. Last year he imported from the United States 10,000,000 bushels.



The firm of Cook & Thatcher has been organized at Adams, Mass., by D. B. Cook and E. A. Thatcher, who have engaged in the hay, straw and feed business.

During the first quarter of 1897 Argentine exported 199,772 bales of hay, most of which went to Brazil and Cape Colony, 1,312 bales going to the United Kingdom.

Thos. Harling and L. Bartlett have formed a partnership to carry on business in Montreal as dealers in hay, produce, etc., under the style of the Bartlett Compress Co.

A large hay barn belonging to Enright, Crahan & Perkins at Mason, Ill., was destroyed by fire recently, together with 200 tons of baled hay. The total loss was \$1,100. The origin of the fire is unknown.

The firm of Thomas Fonda & Co., hay commission merchants of New York City, has not been dissolved, as has been reported. Mr. Fonda has been in the hay business for the past twenty years, and expects to remain in it.

The first car of this season's crop of hay was received at St. Louis, Mo., May 24. It was shipped by R. P. Armstrong of Blue Jacket, Ind. T. It was Choice Prairie, in good condition, and sold at public auction on the floor of the Merchants' Exchange for \$13.50 per ton. The first car last year was received May 14.

J. T. Woolsey, formerly manager of the Kansas City branch of Garrison Bros., hay dealers of Ft. Scott, Kan., has organized the firm of J. T. Woolsey & Co., and has purchased the Kansas City business of Garrison Bros. Mr. Woolsey has been connected with this firm for many years, and has had long experience as hay shipper and in the commission business.

Our enterprising contemporary, the Haymaker of Kansas City, recently gathered in this item of trade intelligence: "Daniel Devlin of Yonkers, Chief Haymaker of the State Association of Haymakers, has appointed L. S. Lake as Deputy State Haymaker for the councils in Wayne County." We would not be surprised, after this, to see the announcement of our exportation of Ambassador Hay to England as one of the indications of the return of prosperity.

A writer in the Massachusetts Ploughman says: There is an evil under the sun that ought not to be allowed, and that is a cheat in pressed hay. Some that was brought to Boston for the best hay, and at the highest price, would have the outside flakes all right, but on opening it the middle of the bale would be found to consist of thistles, swamp hay, bushes, leaves and other waste, not worth half price. Why should not shippers have their names on the bundles, and so protect the buyers and honest dealers from such swindlers? For it is one of the worst of swindles, and ought to be stopped.

Considerable "stuff" called hay, is finding its way into the hands of receivers these days. Many producers and shippers call it Choice; many more No. 1, while the best judges of hay would call it a poor No. 2, or fair No. 3. The latter grade is what the city consumer generally buys it for, even now on a market where the former qualities are scarce. One reason for this is because so many bales are found to be made up principally of dirt and rubbish. This kind of hay, as a natural consequence, brings a correspondingly low price. It would fetch a much larger price if fed at home or left standing in the field.

The United States Circuit Court of Appeals sitting at St. Paul, has handed down an opinion reversing the decision of Judge Phillips of the United States Court in the case of the Kansas City Hay Press Co. against the Devol Livengood Mfg. Co. The decision gives to the Kansas City Hay Press Co. the practical control of the business of manufacturing hay presses in which a short radius and an inclined end are used. In addition to the Devol Livengood Co. a number of other firms will be affected, as the patents which are decided to be the property of the Kansas City Hay Press Co. cover the method of applying the power in horse power presses, which is the vital point in all presses. Judge Thayer reverses the decision of Judge Phillips and orders the appointment of a special master to estimate the damage which has been done to the

Kansas City Hay Press Co. by the fact that the defendant company has been infringing on its patents. This case has been in the courts for over three years.

The prospect for a good hay crop is better now than it has been for several years, says the National Stockman. Many farmers had almost despaired of ever getting a stand of grass after three or four consecutive failures, but last year was favorable, and meadows and pastures are again well set and promising. The years of short hay crops have not been marked by such inconveniences as was feared by many. Corn fodder has come to the front as a substitute for hay, and with the most satisfactory results in more than one way. Short hay crops have been the cause of some inconvenience and loss, but they have not been wholly devoid of good results.

A Chicago hay man recently wrote to W. W. Granger, chairman of the National Hay Association's Transportation Committee: "I am of the opinion that as far as Chicago is concerned, if we had proper warehouses for the unloading of hay that arrived in Chicago immediately upon its receipt, and proper safeguards thrown around this system, whereby all hay would be forced into such houses, as grain is to elevators, the hay trade would be in much better condition, and the earnings of the railroads much larger. This, of course, you understand, is a question that lies almost entirely with the railroad companies, and if the National Hay Association can secure such a system of houses, it will have accomplished great good for itself and the hay trade in general, and also demonstrate to the railroad companies that the benefit to be derived by them from such a system would more than offset the pecuniary outlay necessary for its adoption."

W. W. Granger, Cincinnati, Ohio, chairman of the Transportation Committee of the National Hay Association, recently addressed a long letter to the Joint Traffic Association and the chairman of the different freight associations and classification committees, calling the attention of those bodies to the needs of the hay trade. The leading topics discussed in this letter, and to which a reply is requested before the annual meeting of the Hay Association next August, are as follows: Warehouse and terminal facilities; larger cars or a reduced minimum weight; freight rates on hay in equity with those of grain; car service or demurrage rules; empty cars, promptness and despatch in the furnishing thereof; track scales at country points where there are no warehouse facilities. Each subject is taken up in detail succinctly stated, and what is wanted in the way of reform is definitely stated. Thus: Give us hay warehouses at all large terminal points at least; furnish cars over 16,000 to 18,000 pounds' capacity or reduce the minimum weight to less than 2,000 pounds; since the hay trade forms no small part of the traffic of many railroads it should be taken from the regular sixth class classification and put under the same class as grain and grain products; the operation of an inflexible demurrage rule works great injustice to the shipper, and the 96-hour rule should be made regular and the rate per day uniform; empty cars should be furnished promptly, and larger cars or a reduced minimum would go a great way toward solving this problem; at country points where there are no warehouse facilities track scales are necessary, and these facilities would enable the railroad to issue bill of lading showing exact number of pounds, which would prevent losses to them by underbilling and at the same time protect the shipper, who would rely upon correct weights being delivered at destination.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending May 15 receipts of hay were 6,463 tons, against 3,746 tons the previous week. Shipments, 282 tons, against 495 tons for the previous week. A dull and dragging market was experienced for both Timothy and Prairie Hay. The arrivals were quite large and the local demand was light. Shippers almost entirely out of the market. Prices declined \$0.50@1.00 per ton, and the market closed weak at the reduction.

During the week ending May 22 receipts were 4,741 tons; shipments 466 tons. The arrivals of both Timothy and Prairie Hay were quite large during the early part of the week. Only a moderate inquiry existed and a rather dull feeling prevailed, with no material change in prices. Later the receipts became small, the demand was brisk and the market ruled firm. Prices at the close show an advance of 25@50 cents per ton.

During the week ending May 29 receipts were 3,968 tons, shipments 638 tons. A quiet and steady market for both Timothy and Prairie Hay was experienced. The arrivals showed a falling off as compared with the previous week, and the demand both on local and shipping account was very moderate. A steady to firm feeling prevailed, though prices show no material change. Sales of Choice Timothy ranged at \$9.75@10.50; No. 1, \$9.00@9.50; No. 2, \$7.50@8.50;

No. 3, \$6.50; not graded, \$7.00@8.00; Choice Prairie, \$8.50@10.00; No. 1, \$7.25@8.00; No. 2, \$5.75@7.00; No. 3, \$5.00@6.50. Rye straw sold at \$7.50@8.00 and oat straw at \$5.00.

During the week ending June 5 receipts were 5,200 tons, shipments 431 tons. The offerings of Timothy Hay were rather small and a good local inquiry existed. Demand on shipping account light. A firm feeling prevailed, though prices show no material change. The arrivals of Upland Prairie Hay were liberal and the demand was fair. The scarcity of Timothy caused buyers to give the market a little more attention. Prices ruled steady and unchanged. Sales of Choice Timothy ranged at \$9.50@10.50; No. 1, \$9.00@9.50; No. 2, \$7.50@8.75; No. 3, \$6.50@7.00; not graded, \$6.50@9.50; Choice Prairie, \$8.50@10.00; No. 1, \$7.50@8.00; No. 2, \$6.00@7.00; No. 3, \$5.00@6.50; No. 4, \$4.50. Rye straw sold at \$7.00@8.00 and oat straw at \$4.50@5.00.

During the week ending June 12 receipts were 5,662 tons, shipments 380 tons. The market for both Timothy and Prairie Hay ruled firm during the early part of the week. The offerings were liberal and the demand was good. Later, the arrivals became smaller, but the demand also fell off, buyers taking hold sparingly, and the market ruled dull. Prices show no material change, but the close was weak. Sales of Choice Timothy ranged at \$9.50@10.00; No. 1, \$8.25@9.50; No. 2, \$7.00@7.75; not graded, \$6.25@8.75; Choice Prairie, \$8.50@9.50; No. 1, \$7.00@8.00; No. 2, \$5.50@7.00; No. 3, \$4.50@6.00; No. 4, \$4.00@4.50. Rye straw sold at \$6.00@8.00 and oat straw at \$4.25@5.00.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics, hay amounting to 6,897 tons, valued at \$56,003, was imported during April, against 20,359 tons, valued at \$200,682, imported during April, 1896; and during the ten months ending with April 108,061 tons, valued at \$930,663, were imported, against 267,173 tons, valued at \$2,420,069, imported during the ten months ending with April, 1896.

Of imported hay 27 tons were exported in April, against none exported in April, 1896; and during the ten months ending with April 114 tons, valued at \$1,525, were exported, against none exported during the ten months ending with April, 1896. Of domestic hay we exported 5,932 tons, valued at \$79,010, in April, against 5,120 tons, valued at \$73,766, in April preceding; and during the ten months ending with April 49,907 tons, valued at \$681,660, were exported, against 47,960 tons, valued at \$712,854, during the ten months ending with April preceding.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

A. P. Dickey, of The A. P. Dickey Mfg. Co., Racine, Wis.
J. Silas Leas, of The Barnard & Leas Mfg. Co., Moline, Ill.
M. F. Ryer, Secretary Huntley Mfg. Co., Silver Creek, N. Y.
David Green, Secretary of The Case Mfg. Co., Columbus, Ohio.
Geo. W. Brown, Vice-President of The Case Mfg. Co., Columbus, Ohio.
J. L. Wheeler, St. Louis, Mo., representative of The Invinible Grain Cleaner Co., Silver Creek, N. Y.

RECENT SALES OF ELEVATOR MACHINERY.

We take the following from an extensive list of grain machinery sold by The Barnard & Leas Mfg. Co. of Moline, Ill., during May: Webster Mfg. Co., Chicago, Ill., one No. 2 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner; W. W. Stephens & Co., Chicago, one No. 4 Cornwall Corn Cleaner; Lorig, Weber & Co., La Porte, Ind., one combined corn sheller and cleaner; H. Mueller & Co., Chicago, one Cornwall New Method Oat Clipper; W. E. Caldwell & Co., Louisville, Ky., one No. 1 Victor Combined Corn Sheller and Cleaner; Seeley, Son & Co., Fremont, Neb., one double screen corn cleaner, pulleys, sprockets, etc.; E. H. Pease Mfg. Co., Racine, Wis., one No. 2 Cornwall Corn Cleaner; George A. Seaverns, Chicago, one 1,000-bushel Cornwall New Method Oat Clipper; Willis & La Fonte, Metropolis, Ill., one No. 3 receiving separator, conveyors, cups, etc.; W. Ronse & Son, Indianapolis, Ind., one No. 2 Cornwall Corn Cleaner, one No. 2 Victor Corn Sheller, one Cornwall New Method Oat Clipper, elevator heads, boots, pulleys, belt, etc.; Carroll Bros., Siloam Springs, Ark., one No. 33 Barnard Special Grain Separator, one No. 1 Barnard Bran Duster, one Little Victor Corn Cleaner, shaft, elevator heads, boots, pulleys, belt, etc.; Stockdale & Dietz, Wolcott, Iowa, one No. 1 Victor Corn Sheller, one No. 1 Cornwall Corn Cleaner, pulleys, shafting, belt, etc.

Fires - Casualties

Patton & Jackson's elevator at Carthage, S. Dak., was demolished by a cyclone May 19.

The Mouarch Elevator at Wheaton, Minn., was destroyed by fire May 31. It contained 5,000 bushels of grain.

C. F. Gill's grain warehouse at Richwood, Ohio, was destroyed by fire June 1, together with a quantity of grain.

H. H. Halliday's grain warehouse at Cairo, Ill., was destroyed by fire at 2 a. m., June 8, together with considerable grain.

Fire broke out in the ruins of the Iowa Elevator at Peoria, Ill., May 28, and it took two or three days' work to extinguish the blaze.

A boiler in Albert White's elevator at Ripley, Ohio, exploded recently, doing considerable damage to the premises. No lives were lost.

George Rogers' elevator and mill, and other buildings at Carberry, Man., were destroyed by fire recently, causing a loss of \$15,000.

The Sterling Elevator at Peabody, Kans., containing 1,000 bushels of corn, oats and flax, was destroyed by fire at 10:30, May 12. The insurance covers about half the loss.

John E. Bell, of the grain commission firm of Van Leune & Co., Cincinnati, Ohio, killed himself May 15, by shooting himself through the head. Mr. Bell suffered from melancholia.

The old Rock Island Elevator at Minooka, Ill., and other buildings were burned May 22. There was no grain in the building. The fire was started by a spark from a locomotive.

The elevator at Saunemin, Ill., belonging to Bartlett, Frazier & Co. of Chicago, was destroyed by fire June 6. It contained 30,000 bushels of oats belonging to the Chicago company.

Three men working on the foundations of the new Great Northern Elevator at Buffalo, N. Y., were severely injured May 12 by a derrick breaking. At least one of them may die, it is said.

The new iron elevator being built for the Reliance Milling Co. at Murphysboro, Ill., was damaged by wind June 3. It had not been braced inside, and the force of the wind blew it in several feet.

The elevator at Shelton, Nebr., operated by Gibbons & Co., together with 2,000 bushels of grain, was destroyed by fire at 10:30 p. m., May 25. The property was insured for about three-fifths of its value.

The grain warehouse at Mt. Morris, N. Y., owned by H. P. Mills, and until recently occupied by A. Ayrault & Son, was destroyed by fire at 11 p. m., May 21. The cause of the fire is unknown. Loss \$3,000.

All the grain warehouses and elevators at Dexter, Minn., were burned in a general conflagration May 26. Following are the grain men who sustained losses: W. H. Pearce, H. I. Hall, H. S. Benner, Cargill & Hyde, grain buyers.

A granary and two barns belonging to the D. D. Trevelen estate at Byron, Wis., were destroyed by fire May 19, together with 1,500 tons of hay, 1,000 bushels of wheat, and a large quantity of corn. Loss \$6,000, insurance \$2,000.

The ruins of elevators "A" and "B" on Goose Island, Chicago, caught fire May 25, from a spark from a passing locomotive it is supposed, and were consumed. The elevators were burned last October, and the remnants of them are now gone.

James Bell's 150,000-bushel elevator and electric light plant at David City, Nebr., was burned at 6 a. m., June 6, together with 5,000 bushels of corn. Total loss \$25,000, insurance \$7,000. The fire started in the boiler room from an unknown cause.

J. N. Brandeberry's large grain warehouses at Corvallis, Oreg., were destroyed by fire at 3 a. m., June 2. There were 600 bushels of oats in the bins. The buildings and equipment were very old, but when new were valued at \$16,000. Total insurance \$2,500.

The Northern Grain Co. of Chicago lost its large elevator and flour mill at Ashland, Wis., by fire at 2 a. m., May 27, together with a large quantity of grain, etc. The loss is estimated at \$100,000, insurance \$61,500. The cause of the fire is unknown, though it appeared to originate in the elevator shaft.

A fire started in the Greenleaf-Baker Grain Co.'s elevator at Atchison, Kan., at 4:45 p. m., May 28, but it was confined to a large corn cleaner, where it started while the machine was in operation. The fire was caused by a match or other foreign substance striking a spark and igniting the dust. It did not start near the bearings. Employees put out

the fire with buckets and salt water and a standpipe and hose.

The Interstate Grain Co.'s elevator and corn crib at Beresford, S. Dak., were destroyed by fire June 4, together with 5,000 bushels of wheat and 2,000 bushels of oats and corn. The property was insured. The fire is supposed to have been set by tramps.

Laue & Co.'s elevator at Havre, Iowa, narrowly escaped destruction by fire recently. The fire caught from a boiler pipe, and by hard work was extinguished. There were 3,000 bushels of corn, oats and rye in the elevator, and no insurance was carried.

F. D. Crow & Co.'s elevator, granary and flouring mill at Moberly, Mo., were destroyed by fire at 8 p. m., May 20, together with considerable wheat, etc. The fire started in the elevator supposedly from spontaneous combustion. The loss was \$42,000, insurance \$24,000.

The elevator of H. Nielander at Lansing, Iowa, had a very narrow escape from destruction by fire June 3. The fire broke out in the cupola, and Mr. Nielander went up with a couple of buckets of water and extinguished it. The elevator contained 30,000 bushels of grain.

The St. Anthony & Dakota Elevator Co.'s elevator at Willow City, N. Dak., was destroyed by fire at 2 a. m., May 28, together with a large quantity of wheat. Of the damaged wheat 16,000 bushels were sold to Jas. R. Stewart, who operates an elevator at the same place.

The Kansas Grain Co.'s elevator at Hutchinson, Kan., was struck by lightning and burned May 21. The dump and engine house, with their machinery, were saved. There was only a few bushels of oats in the elevator, and about a car of corn. The loss was \$3,500, fully insured.

Heintzeman & Co.'s elevator at Metamora, Ill., was destroyed by fire at 3 p. m., May 26, together with 15,000 bushels of grain. The fire started on the roof, caused by a spark from a locomotive. Loss \$8,000, insurance \$3,700. Andrews Bros' elevator across the street was saved.

Wesley Pickens, a well-known grain and stock buyer at Daykin, Nebr., disappeared on the night of June 6, and it is thought he committed suicide, as he left a letter saying he would do so. Depreciation of property and some errors in business made him destitute, and it is believed financial difficulty led to derangement.

Samuel J. Vivian, a grain and coal merchant of Denver, Colo., committed suicide May 17 by taking chloroform. Mr. Vivian was a native of Cornwall, England, and came to this country in 1870. He was a member of an old and prominent family in Cornwall, and had once been wealthy. He had suffered from neuralgia for some years.

A storehouse at New Britain, Conn., owned by T. B. Wilcox & Co., and occupied by C. W. Lines & Co., grain and hay dealers, was damaged by fire May 28, together with a quantity of baled hay. The house was filled with baled hay, and Lines & Co.'s loss on the damaged hay was about \$3,000. The loss on the building was \$500, covered by insurance. The fire started in the hay from an unknown cause.

Snell & Walker's elevator and machinery warehouse at Radford, Ill., were destroyed by fire at 10:30 a. m., May 25. In the elevator were 4,000 bushels of corn, and 1,000 bushels of oats, and adjoining corn cribs containing 50,000 bushels of corn were partially destroyed. The fire caught from a defective fire. The total loss was \$10,000; the insurance on the elevator was \$3,050. It is said the elevator will be rebuilt.

For the third time in seven years fire destroyed the Marshall Elevator Co.'s elevator at Forty-sixth Street and the Wabash tracks, Chicago, at midnight, June 11. The fire started in the top of the elevator, from a hot box, it is supposed. There were 15,000 bushels of oats in the bins. The estimated loss on building and contents was \$60,000, total insurance \$40,000. The elevator was a transfer house only, and had a daily capacity of 20,000 bushels. It had been idle for several months until three weeks ago, when it started up. The first elevator of the Marshall Company on this site was built in 1890, and burned the next year. This was rebuilt and was destroyed in 1894. The building just destroyed was at that time rebuilt at once.

Grain receivers on the Wabash road are complaining bitterly of discrimination shown by that road against Chicago and in favor of Toledo. From points in the central part of Illinois the Wabash road is making a rate to Toledo less by 1 cent per 100 pounds than to Chicago, notwithstanding the fact that the Toledo haul is longer by 150 miles. The result of this discrimination is that the greater bulk of the corn moved by the Wabash has gone to Toledo.—Herald, Boston, Mass.

The First National Bank of Hutchinson, Kans., was recently given judgment in the Federal Court against the Kansas City Grain Co. for \$11,765.

SEED EXPORTS AND IMPORTS.

According to the last report of the Bureau of Statistics, seeds valued at \$206,621 were exported during April, against an amount valued at \$158,429 in April, 1896; and during the ten months ending with April seeds valued at \$5,463,439 were exported against an amount valued at \$1,435,810 exported during the ten months ending with April, 1896.

Clover seed amounting to 1,086,864 pounds, valued at \$77,705, was exported during April, against 552,645 pounds, valued at \$43,476, in April, 1896; and during the ten months ending with April 12,686,321 pounds, valued at \$972,564, were exported, against 5,296,241 pounds, valued at \$418,127, exported during the ten months ending with April, 1896.

Cotton seed aggregating 2,149,232 pounds, valued at \$11,670, was exported in April, against 2,867,041 pounds, valued at \$19,845, in April preceding; and during the ten months ending with April 25,865,544 pounds, valued at \$166,324, were exported, against 21,404,563 pounds, valued at \$137,842, exported during the ten months ending with April, 1896.

Flaxseed amounting to 27,500 bushels, valued at \$21,540, was exported during April, against none in April, 1896; and during the ten months ending with April 4,139,930 bushels, valued at \$3,362,106, were exported, against 28,966 bushels, valued at \$31,509, exported during the ten months ending with April, 1896.

Timothy amounting to 2,318,594 pounds, valued at \$71,957, was exported during April, against 1,988,810 pounds, valued at \$75,395, in April preceding; and during the ten months ending with April 15,865,242 pounds, valued at \$548,069, were exported, against 11,024,405 pounds, valued at \$487,006, exported during the corresponding months ending with April, 1896.

Other seeds valued at \$23,839 were exported during April, against an amount valued at \$19,713 in April, 1896, and during the ten months ending with April other seeds valued at \$44,376 were exported, against an amount valued at \$361,326 exported during the ten months ending with April, 1896.

Flaxseed imported in April amounted to 36,673 bushels, valued at \$39,975, against 6,235 bushels, valued at \$7,686, in April, 1896; and during the ten months ending with April 105,161 bushels, valued at \$108,784, were imported, against 715,159 bushels, valued at \$772,319, imported during the ten months ending with April, 1896.

Other seeds imported free of duty were valued at \$70,479 for April, against an amount valued at \$128,652 in April preceding; and during the ten months ending with April other seeds valued at \$744,778 were imported against an amount valued at \$1,114,518 imported during the ten months ending with April, 1896. Other dutiable seeds imported in April were valued at \$9,616 against an amount valued at \$17,221 in April, 1896; and during the ten months ending with April the importations were valued at \$435,220, against an amount valued at \$554,014 imported during the corresponding months ending with April, 1896.

ARE YOU GOING?

Attend the annual meeting of the Grain Dealers' National Association at Des Moines, Iowa, June 29 and 30.

Take Chicago, Burlington & Quincy R. R., the best equipped route from Chicago, Peoria, Burlington, Council Bluffs, Lincoln, Kearney, Denver and intermediate points.

That you may fully understand in regard to the reduced rates that are to be given to the meeting, read the following: You may purchase your tickets coming, on June 26, and up to and including June 30, 1897. And you can return on the certificates up to and including July 1, 1897.

The rates are granted on what is called the certificate plan, which is as follows: Purchase one full fare, limited or unlimited, ticket, through to Des Moines. Secure from the agent, sure, a certificate of such purchase, retaining the same and presenting to Secretary Chambers on the first day of the meeting. If 100 attending hold certificates, then the railroads will grant a return fare of one-third full fare, over the same route you came over, providing the certificates have been duly signed and stamped by the joint agent. Be sure and secure your certificate.

Another plea of a "gambling transaction" to get out of paying money lost in a deal in grain has been unsuccessful in court. J. S. Lapham & Co., commission dealers in grain and seeds at Detroit, Mich., recently sued Geo. H. Munro of Bay City for \$87.75 as settlement for his last deal. The defendant claimed it was a gambling scheme and that the contract was therefore void. The plaintiffs claimed that they bought wheat May, June or July, as they were directed by wire, and were prepared to deliver it; that they did not know that their Bay City customer was a sawmaker instead of a miller or farmer, and verdict was rendered for them.

THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

GRAIN REPORT of Collins & Co., Cincinnati, Ohio, June 11.—The situation in the grain trade is without essential change. Owing to the lower prices there was some curtailment in the arrivals, which caused the market to bear a little more steady tone. The demand, while fair for this season of the year, is not near so active as that which has recently prevailed, nor is any great amount of activity anticipated until a new crop begins to move. Higher prices are not expected, but on the contrary, trade purchases will be confined to actual requirements, anticipating favorable weather conditions and easy markets to rule until values adjust themselves gradually to a new crop basis. In the territory contiguous to this market all crops (with the exception of corn, which is backward) are reported to be in an exceedingly promising condition. **WHEAT**—The inquiry is confined to the top qualities, which are wanted to a limited extent for local milling account. Low grades move very slow, as the demand for them is small. No. 2 Red at 79@80 cents, Choice at 81 cents, No. 3 Red at 73@76 cents, No. 4 Red at 65@68 cents; sample lots range 45@60 cents, as to quality and condition. **CORN**—Owing to unseasonable weather and an unfavorable start for the new crop, the undertone of the market has ruled strong, although prices are no higher. The requirements of the trade at this season are always small and should the weather grow more favorable for the growth of the new crop, somewhat lower prices are apt to prevail. No. 2 White at 26½@27 cents, No. 3 White at 25@25½ cents, No. 2 Mixed at 25@25½, No. 2 Yellow at 26 cents, No. 3 Mixed and Yellow at 24@24½ cents. **EAR CORN**—About steady, with the demand merely nominal. Choice Yellow at 25@26 cents, Mixed and White 24@25 cents. **OATS**—Liberal receipts have caused an easier undertone to the market and lower prices to prevail. Considerable quantities of good quality oats that have been held for higher prices are now being marketed. Choice Old No. 2 White at 22@22½ cents, Mixed at 20@20½ cents, Ordinary No. 2 White at 21@22 cents, No. 3 White at 19@19½ cents, No. 2 Mixed at 19@19½ cents, No. 3 Mixed at 18@18½ cents; sample Mixed and White range from 17@18½ cents for Rejected, as to quality, color and weight, and the market rules slow and easy at the close. **RYE**—Few offerings with scarcely any inquiry. Choice heavy stock at 36@37 cents, No. 2 at 34@35 cents, No. 3 at 30@32 cents. **HAY**—There is some little inquiry for the top grades of timothy, which are wanted for local feeding account, but owing to the discontinuance of orders for outside or shipping account, there is scarcely any demand for the other grades, which are ruling dull and neglected in consequence. Choice Timothy at \$10.25@10.50, No. 1 at \$9.75@10.25, No. 2 at \$8.00@8.50, No. 3 at \$5.50@6.00. Clover and clover mixtures are quite difficult to dispose of, as there is a very limited demand. No. 1 Clover Mixed at \$8.00@8.50, No. 1 clover at \$7.00@7.50, No. 2 at \$5.50@6.50. **STRAW**—Dull and the inquiry is small. Choice clean rye at \$6.00@6.50, wheat at \$4.50@5.00, Oats at \$4.00. **MILLFEED**—Nominal. Bran at \$7.00@7.50, Middlings at \$7.00@8.00, in bulk.

GRAIN REPORT of Shanks, Phillips & Co., Memphis, Tenn., June 12.—**CORN**—No. 2 White 28 cents, No. 3 27½ cents, No. 2 Mixed 26¾ cents, No. 3 26¼ cents. **OATS**—No. 2 White 23 cents, No. 3 22 cents, No. 2 Mixed 22 cents, No. 3 21 cents. **HAY**—Fancy Timothy \$13.00, Choice \$12.25, No. 1 \$11.50, No. 2 \$11.00; Choice Clover, mixed, \$12.00, No. 1 \$11.00, No. 2 \$10.00; Choice Kansas Prairie \$7.50, No. 1 \$7.00, No. 2 \$6.50; Choice Arkansas Prairie \$6.50.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported during the ten months ending with April, according to the last report of the Bureau of Statistics, was \$2,200,911 against an amount valued at \$2,251,804 during the corresponding months ending with April, 1896. The amounts imported during the ten months ending with April, compared with the amounts imported during the ten months ending with April, 1896, were: Barley 1,130,023 bushels against 758,625 bushels; corn 5,927 bushels against 3,995 bushels; oats 42,010 bushels against 21,373 bushels; oatmeal 1,492,255 pounds against 319,194 pounds; rye 72 bushels against 154 bushels; wheat 1,080,550 bushels against 1,641,390 bushels; wheat flour, 2,153 barrels against 1,247 barrels; all other breadstuffs imported were valued at \$973,470 against an amount valued at \$858,974 during the ten months ending with April, 1896.

Exports of foreign breadstuffs during the ten months ending with April were valued at \$808,566 against an amount valued at \$1,254,649 during the ten months ending with April, 1896. The amounts exported during the ten months ending with April against the amounts exported during the ten months ending with April, 1896, were: Barley 9,476 bushels against 8,396 bushels; oats 19,202 bushels against 7,182 bushels; oatmeal 630 pounds against none during the corresponding period ending with April, 1896; wheat 1,043,637 bushels against 1,893,673 bushels; wheat flour 1,310 barrels against 209 barrels; the value of all other breadstuffs exported was \$9,370 during the ten months ending with April against an amount valued at \$5,559 during the ten months ending with April, 1896.

The first new wheat of the year was received at Stockton, Cal., May 27, and sold at \$1.25 per 100 pounds.

The San Francisco Chamber of Commerce has petitioned the U. S. Senate for a rebate on grain sacks used in exporting grain. The Pacific grain crops are handled almost exclusively in sacks for the export trade. This puts an expense upon the crop of about 80 cents per ton, and the Chamber urges the Senate to grant a rebate equal to the full amount of the duty on all sacks used for export of wheat and barley.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

COUNTRY NEWSPAPER OFFICE EQUIPMENT FOR SALE.

A country newspaper office equipment now in use in Eastern Iowa must be sold immediately and moved away. Send for list of material to C. S. CLARK, 6557 Yale Ave., Chicago, Ill.

OAT CLIPPER CHEAP.

For sale, a No. 2 oat clipper, manufactured by The S. Howes Co., Silver Creek, N. Y. In perfect order; good as new. Will be sold cheap. Address D. N. DUNLAP, Fontanelle, Iowa.

SECOND-HAND MACHINES CHEAP.

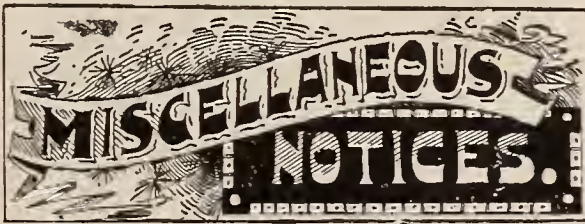
One No. 3 Barnard & Leas Warehouse Dustless Wheat Separator and one No. 5 Excelsior Oat Clipper, Separator and Grader Combined; both machines in good condition, about as good as new, for sale cheap. Address

IRVING W. FOX, Rochester, Minn.

ILLINOIS ELEVATOR; A BARGAIN.

Elevator at Hopedale, Ill., on the C. & A. R. R., 150 miles southwest of Chicago, in the best corn and oats belt in Illinois, for sale. Handled 300,000 bushels last season. Capacity of elevator and oats house combined 25,000 bushels. Competition light. Here is a bargain for some man with a little money. Reason for selling, many members of firm desire to quit business. Parties desiring further information address

QUIGG, RAILSBACK & CO., Minier, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

WILL BUY OR BUILD ELEVATOR.

I want to buy or build an elevator. Prefer direct line to Chicago, Ill. Address

W. M. PRILLAMAN, Wellington, Ill.

IOWA ELEVATOR WANTED.

I wish to rent an elevator in Western Iowa. State particulars, terms, etc. Address

J. G. TURNER, Piquette, Iowa.

GRAIN TABLES FOR SALE.

Send 12 cents to Lock Box 9, Monon, Ind., and receive by return mail one of Catlin's grain tables. You will not regret it.

WANTED.

A live, energetic business man, 30 years old, with 10 years' active experience in the grain and hay shipping business, and who is thoroughly acquainted with the Southern trade, would like to associate himself with a shipper in need of assistance. Will work on salary or part profits. Address

GRAIN MAN, F, care "American Elevator and Grain Trade," Chicago, Ill.

ILLINOIS ELEVATOR FOR RENT.

Elevator in the best grain region of Illinois for rent. The best built and most complete house in this part of the state, on the C., C. & St. L. R. R. (Big Four). Has ear corn and grain dump, office scales, hopper scales, one run of 3½-foot French burrs, sheller and cleauer, 30-horse power engine, etc. Must be seen to be appreciated. Handled 75,000 bushels of grain in December and January; is running now. Possession given March 1, 1897. Address

LEVI RICHNER, Mansfield, Ill.

OATS AND BRAN WANTED.

Sealed proposals, in triplicate, will be received here and at offices of quartermasters at stations named, until 11 o'clock a. m., central time, July 12, 1897, and then opened, for furnishing oats and bran during fiscal year ending June 30, 1898, at Forts Brady and Wayne, Mich.; Jefferson Barracks, Mo.; Forts Leavenworth and Riley, Kan.; Fort Logan H. Roots, Ark.; Forts Reno and Sill, Okla.; Fort Sheridan and Chicago, Ill. Proposals for delivery at other points will be entertained. U. S. reserves right to reject or accept any or all proposals, or any part thereof. Information furnished on application here, or to quartermasters of stations named. Envelopes containing proposals should be marked "Proposals for Oats and Bran," and addressed to undersigned, or quartermasters of stations named. Address

J. G. C. LEE, A. Q. M. G., Chicago, Ill.

Locations for Industries.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The company has all its territory districted in relation to resources, adaptability and advantages for manufacturing, and seeks to secure manufacturing plants and industries where the command of raw material markets and surroundings will insure their permanent success.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

The Chicago, Milwaukee & St. Paul Railway Company owns 6,168 miles of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle.

A number of new factories and industries have been induced to locate—largely through the instrumentality of this company—at points along its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway, makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,

Industrial Commissioner, C., M. & St. P. R'y.
435 Old Colony Building, CHICAGO, ILL.

E. R. Ulrich & Son, SHIPPERS OF WESTERN GRAIN, ESPECIALLY

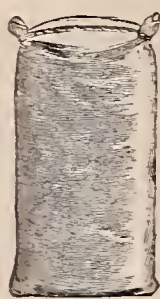
High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for Prices Delivered.

**GRAIN BAGS—BURLAPS.**

*All kinds of Bags,
New and Second Hand.*

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,

Factory and Office,
182 Jackson Street, CHICAGO.

ROOFING AND SIDING.**DOES YOUR ROOF LEAK?**

How to Prolong the Life of an Old Roof.

If an old leaky tin, iron or steel roof, paint it with Allen's Anti-Rust Japan. One coat is enough; no skill required; costs little; lasts long.

The name describes it; proof against water, time, climate, and fumes of every description. Stops leaks, and prolongs the life of an old roof.

If you want the evidence write us.

To be returned at our expense if not satisfactory.

ALLEN ANTI-RUST M'FG COMPANY.,

413 Vine St., Cincinnati, O.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE.



DURABLE—EASILY APPLIED.

This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. Send for free sample of roof 12 years old, with circular and price list to

WARREN CHEMICAL & MFG. CO.,
56 Fulton St., New York, U. S. A.

JAMES A. MILLER & BRO.

129 and 131 South Clinton Street, CHICAGO.

Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.



Write us for Catalogue and Low Prices on best
STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio.

SEND ORDERS FOR

HARD
SOFT
BLOCK
BLACK-
SMITH

COAL
COKE

Best Grades
Best Prices
Best Deliveries

TO MILES & COMPANY,

MINE AGENTS AND SHIPPERS,

PEORIA, ILL.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

C. W. WEEBER.

G. F. KLETZIN.

WEEBER & KLETZIN,

COMMISSION MERCHANTS,

Wheat, Oats, Barley, Rye, Hay and Straw a Specialty.

Office, 314 Central Ave., Minneapolis, Minn.

References: St. Anthony Falls Bank; Glessner & Washburn.

CORRESPONDENCE SOLICITED.

J. F. ZAHM & CO.,

GRAIN AND SEEDS,

TOLEDO, OHIO.

SEND FOR OUR RED LETTER. . .

C. S. BENTLEY,
Grain Commission Merchant,

CHICAGO, ILL.

Send for our daily market letter—the only market letter showing fluctuations of wheat, corn and oats by diagrams—and our monthly and occasional charts showing fluctuations of prices, weekly changes in visible supply, local stocks of grain, etc.

CONSIGNMENTS OF GRAIN AND SEEDS
SOLICITED.

TOLEDO, OHIO.

BUFFALO, N. Y.

CHURCHILL & COMPANY,

GRAIN MERCHANTS.

TOLEDO IS THE BEST MARKET FOR WINTER WHEAT AND CLOVER SEED. BUFFALO FOR CORN AND OATS.

Ask us for bids your track for grain based on Toledo or Buffalo weights and grades. We will sell grain on commission in either market and make liberal advances.

Correspondence Solicited.

F. W. RUNDALL.

ESTABLISHED 1876.

J. E. RUNDALL.

W. A. RUNDALL & CO.,

GRAIN AND SEED MERCHANTS.

MEMBERS TOLEDO PRODUCE EXCHANGE.

4 PRODUCE EXCHANGE, TOLEDO, OHIO.

Grain, Clover and Timothy Seed. Mill Feed. Baled Hay and Straw, Beans. We solicit orders and consignments. Will buy your track or delivered Toledo. We also solicit orders for the purchase and sale of futures in grain and clover seed.

WHITNEY & GIBSON,
GRAIN AND HAY ON COMMISSION,
BUFFALO, N. Y.

. . . OUR MOTTO: . . .

LIBERAL ADVANCES, QUICK RETURNS.

GIVE US A TRIAL.

A. R. CLOUGH,

MILLER'S AGENT,

GRAIN AND MILL FEED,

Board of Trade Rooms, Manchester, N. H.

Letters promptly answered. All sales direct.
I want a good Toledo corn account.

HENRY WOOLNER,

GENERAL

Grain Commission Merchant,

PEORIA, ILL.

BARLEY A SPECIALTY.

Liberal Advances on Consignments. Quick Returns. Correspondence solicited. References: German American National Bank, Merchants National Bank.

Leavitt, Sanborn & Co.,

704 Chamber of Commerce,
Boston, Mass.

HAY COMMISSION

Our market needs the BEST HAY. There is no money to be made in poor goods. Correspondence solicited.

Reference: T. G. Hiler, Cashier the Faneuil Hall National Bank, Boston.

COMMISSION CARDS.

H. B. SHANKS.

Established 1873.

S. H. PHILLIPS.

Shanks, Phillips & Co.,

COMMISSION MERCHANTS,

HAY, CORN, OATS, BRAN, CHOPS, FLOUR AND CORN MEAL.

306 Front St., Memphis, Tenn.

Refer to Union and Planters' Bank.

Cash advances on B. of L.

EDWARD P. MERRILL,

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

2 1-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.
Letters Promptly Answered.

I want a Feed Account from a
good Winter Wheat Mill.

WALBACH & CO.,

COMMISSION MERCHANTS,

Room 39 Chamber of Commerce,

PEORIA, ILL.

All correspondence answered immediately. Liberal advances on consignments.

OATS CONSIGNMENTS A SPECIALTY.

Reference: Bank of Commerce, Peoria.

Rosenbaum Brothers,
COMMISSION MERCHANTS

Receivers and Shippers.

GRAIN AND SEEDS.

ROOM 77 BOARD OF TRADE BUILDING,
CHICAGO.

R. D. EATON,
NORWICH, N. Y.
GRAIN AND MILL FEED.

ELEVATOR, 75,000 Bu. WAREHOUSE

100 CARS CAPACITY.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

ESTABLISHED 1867.

Reference: DUQUESNE NAT. BANK.

Daniel McCaffrey's Sons,
Successors to DANIEL McCAFFREY.
HAY, GRAIN AND FEED.
EXCLUSIVELY COMMISSION.
PITTSBURG, PA.

ACCOUNTS OF GRAIN DEALERS

OR ORDERS FOR

Speculative Investments

On the CHICAGO BOARD OF TRADE SOLICITED.

Call at our office or write for private Cipher Code or Shippers Grain Record.

McLAIN BROS. & CO.,

RIALTO BUILDING, CHICAGO.

KINGSLEY McCALLUM & CO.,

Merchandise Brokers,

JACKSONVILLE, FLORIDA.

Grain, Hay, Flour, Meal and Grits.

LOUISVILLE, KY.

CALLAHAN & SONS,
RECEIVERS AND SHIPPERS

GRAIN, HAY, FLOUR.

CONSIGNMENTS SOLICITED.

CENTRAL ELEVATOR

COMMISSION CARDS.

J. J. BLACKMAN ASSOCIATED WITH
L. E. BUNKER
**COMMISSION
MERCHANT.**

Flour, Grain, Hay, Feed, Beans, Peas, Lentils,
Seeds, Corn Goods, Etc.

274 Washington Street, - - NEW YORK.

M. F. BARINGER,

....SUCCESSOR TO....

J. R. TOMLINSON & CO.,
...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight
draft with bills of lading attached honored on all shipments.



F. H. PEAVEY & CO.,

Minneapolis,

GRAIN RECEIVERS.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

Established 1855.

Slingerland & Co.,

Commission,

Hay, Straw and Grain,

Foot Bloomfield Street, N. R.,
New York.

SHIP YOUR GRAIN

—TO—

P. B. & C. C. MILES,

COMMISSION MERCHANTS,
PEORIA, ILL.

Established 1875.

LIBERAL ADVANCES
QUICK RETURNS.

REFERENCES:—Commercial Nat. Bank, Peoria Savings, Loan &
Trust Co., Peoria.

H. M. STRAUSS.

H. J. JOSEPH.

STRAUSS & JOSEPH,

Successors to H. M. STRAUSS & CO.

COMMISSION MERCHANTS

GRAIN, MILL FEED, SEEDS, HAY
AND STRAW.

17 HURON STREET, CLEVELAND, OHIO.

Refer to National City Bank, Park National Bank,
Mercantile Agencies.

COMMISSION CARDS.

Martin D. Stevers & Co.

Commission Merchants,

218 LA SALLE STREET, - CHICAGO.

We make a specialty of selling by sample

Barley, Wheat, Rye, Oats, Corn, Flax and Timothy Seed.

Grain, Seeds and Provisions for future delivery
bought and sold on margins.

LEMAN BARTLETT.

O. Z. BARTLETT.

L. Bartlett & Son,

GRAIN AND PRODUCE

COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

COLLINS & Co.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

CINCINNATI, OHIO.

E. L. ROGERS & CO.,

ESTABLISHED
1903.

COMMISSION
MERCHANTS,

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports fur-
nished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank,
Manufacturers National Bank,
Merchants National Bank.

J. A. MANGER & CO.,

Grain, Hay and Seed

Commission Merchants

Office and Warehouse: 218 Patterson Street,

BALTIMORE, MD.

LIBERAL ADVANCES ON CONSIGNMENTS.

REFERENCE: Third National Bank, Baltimore, Md.

COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & Co.,
Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Sulte 80 Board of Trade, - - CHICAGO, ILL.

L. F. Miller & Sons,

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. R.

References: { Manufacturers National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.

ESTABLISHED 1879.

LEDERER BROS.,
GRAIN and SEED

Commission Merchants,

BALTIMORE, - - MD

We give careful attention to every shipment, are always pre-
pared to make cash advances on consignments. We make a
specialty of handling spot goods, which we either sell after ar-
rival or hold if requested. We solicit your trade as we do a strictly
commission business. REFERENCES: Merchants National Bank,
Baltimore, Md., and the Commercial Agencies.

GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

An Offer to Hay and Grain Men

**THE AMERICAN ELEVATOR AND
GRAIN TRADE,**

\$1.00 per year.

MONTHLY.

**THE HAY TRADE JOURNAL AND
DIRECTORY,**

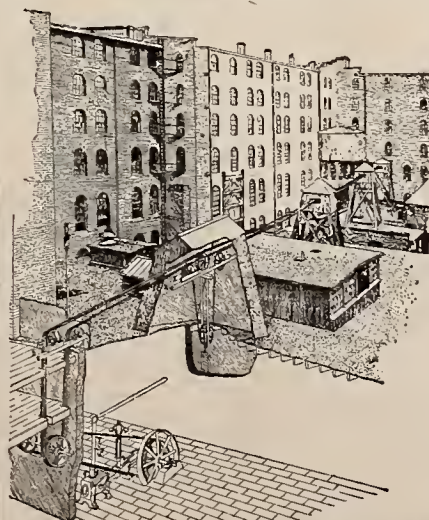
\$2.00 per year.

WEEKLY.

BOTH FOR \$2.00.

ADDRESS EITHER

The Hay Trade Journal, OR Mitchell Bros. Co.,
Canajoharie, N. Y. 184 and 186 Dearborn St., Chicago, Ill.



150 H. P. Outdoor Rope Drive Installed
1891 at Plant of Michigan Stove
Co., Detroit, Mich.

**MANILA ROPE POWER
TRANSMISSIONS**

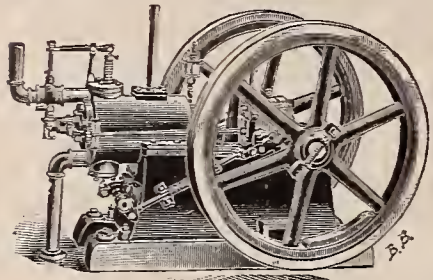
OF ANY HORSE POWER DESIGNED
AND ERECTED.

SHAFTINGS, PULLEYS, GEARINGS, SHAFT
BEARINGS, FRICTION CLUTCHES CARRIED IN
STOCK.

GRAIN TRIPPERS, CAR MOVERS, GRAIN
SHOVELS, WAGON DUMPS, ELEVATOR BUCK-
ETS, BOOTS AND BOLTS.

LINK-BELT MACHINERY CO.,

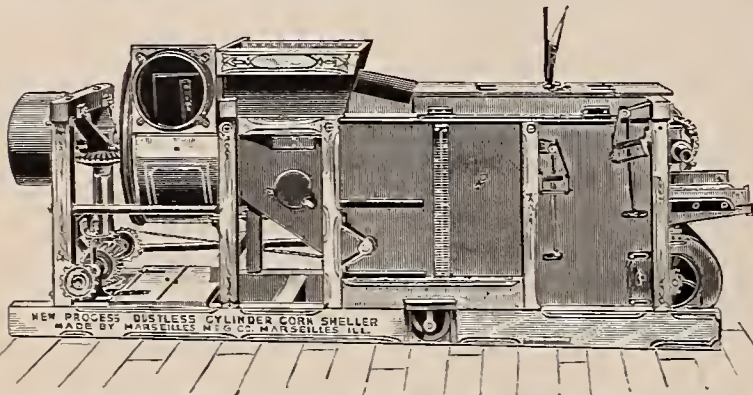
ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.

Flour City Gasoline Engines.

**SUBSTANTIAL,
STEADY MOTION,
SAFE,
SAVES EXPENSE.**

For Information Write the Manufacturers,

KINNARD PRESS CO., Minneapolis, Minn.

The New Process Warehouse Corn Sheller.

Something New

The
Latest
Improvements

Specially built for
the Elevator and
Grain Trade.

A NEW PROCESS OF SHELLING CORN.

Some of the special features are: An Adjustable Cylinder, White Iron Shelling Parts, Spiral Shelling Head, Double Suction and Blast Fans, Positive Screw Feed, no Clogging, no Grinding of Corn, Cobs Left in Good Shape for Fuel, no Waste of Grain or Power. Address

MARSEILLES MFG. CO., MARSEILLES, ILL.

**DAMP WHEAT can be PUT in CONDITION for
GRINDING or STORAGE**

By using our

**STEAM
DRYER,**

Which is also a successful
Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY,

BREWERS' GRITS AND MEAL,

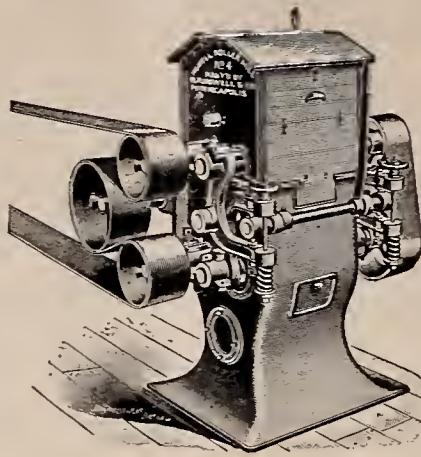
BUCKWHEAT, RICE AND

ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

WE MANUFACTURE EVERYTHING ...

Pertaining to Grain Elevators, including Roller Feed Mills, Power Corn Shellers, Crane Single and Double Gear Elevator Horse Power, the Minneapolis Horse Power, Engines, Boilers, Car Pullers, Power Grain Shovels, Elevator Boots, Grain Spouts, Pulleys, Shafting, Hangers, Boxes, Couplings, Link Chain, etc., etc.

Write for prices direct to
the manufacturers,

R. R. HOWELL & CO., Minneapolis, Minn.

**You Want
Satisfaction**



The above cut illustrates our Double Mill and Sacking Elevator, with the Letz's Patent Burrs, the only ones that give satisfaction where others fail. Received highest award at World's Columbian Exposition. Send for catalogue to **Crown Point Mfg. Co., Crown Point, Ind.** (Mention this paper.)

SEASON OPENS JUNE 27.

Whaleback Excursion

MILWAUKEE AND RETURN

On the celebrated

S. S. CHRISTOPHER COLUMBUS.

\$1.00 ROUND TRIP. Children under 6 years of age when accompanied by parents or guardians, FREE; from 6 to 12, half fare.



This palatial steamship is the largest, fastest, safest, most commodious passenger steamer on the Great Lakes.

One and One-Half Acres Surface for Passenger Use. Cabin seats 1,000 people comfortably.

Concert on day trip, dancing on evening trip. Special attention to women and children. A delightful ride of 85 miles along the shore of Lake Michigan. Good cafe and prices moderate. Baggage and baskets checked. No charge for bicycles. Dock North End of Rush Street Bridge.

Leaves 9.00 a. m. week days; Returning, arr. 9.30 a. m. Sundays. Chicago 9.30 p. m. G. S. WHITSLAR. J. G. KEITH, Gen. Agt. Gen. Pass. Agt. 140 Rialto Bldg., Chicago, Ill.

A GRAIN SPOUT

That will load cars without shoveling
It is worth its weight in gold. It will
save you in labor all it costs in less than
a month.

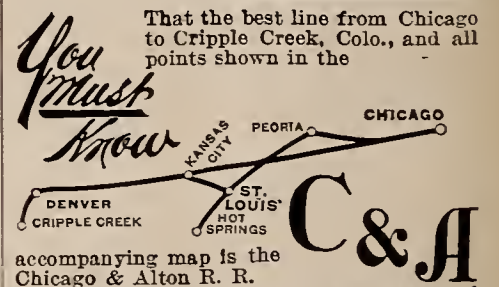


Send for Prices to

H. SANDMEYER & CO.,

...PEORIA, ILL...

That the best line from Chicago
to Cripple Creek, Colo., and all
points shown in the



accompanying map is the
Chicago & Alton R. R.
Write or call to-day, for lowest rates and
full particulars. R. Somerville, General Agent
Passenger Department, 101 Adams Street, Mar-
quette Building, Chicago, Illinois.

PRICE REDUCED 66 PER CENT.

Cawker's American Flour Mill and Elevator Directory.

FORMER PRICE, \$10.00.

PRESENT PRICE, \$3.50.

We have a limited number of Cawker's American Flour Mill and Elevator Directory on hand, which we will sell at \$3.50 per copy. They will not last long at this price, so speak quick if you want one. We will furnish a copy of the Directory and a year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE for \$4.50.

Address **MITCHELL BROS. CO.,** 184 and 186 Dearborn St., CHICAGO, ILL.

J. B. ALLFREE MFG. CO.

INDIANAPOLIS, INDIANA.

BUILDERS OF

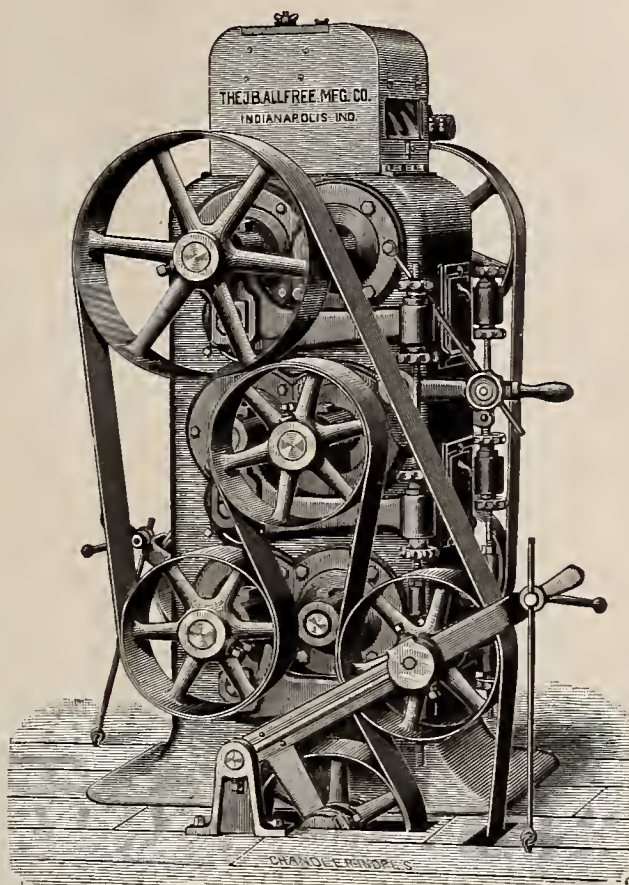
THE HIGH MILL SYSTEM,

An Improved Milling System,

Makes Better Flour, Saves Power,
Room and Labor.

Corn Shellers,
Automatic Engines,
Cornmeal Plants.

Describe wants and write for
Circulars.



MANUFACTURERS OF

FLOUR-MILL and ELEVATOR MACHINERY.

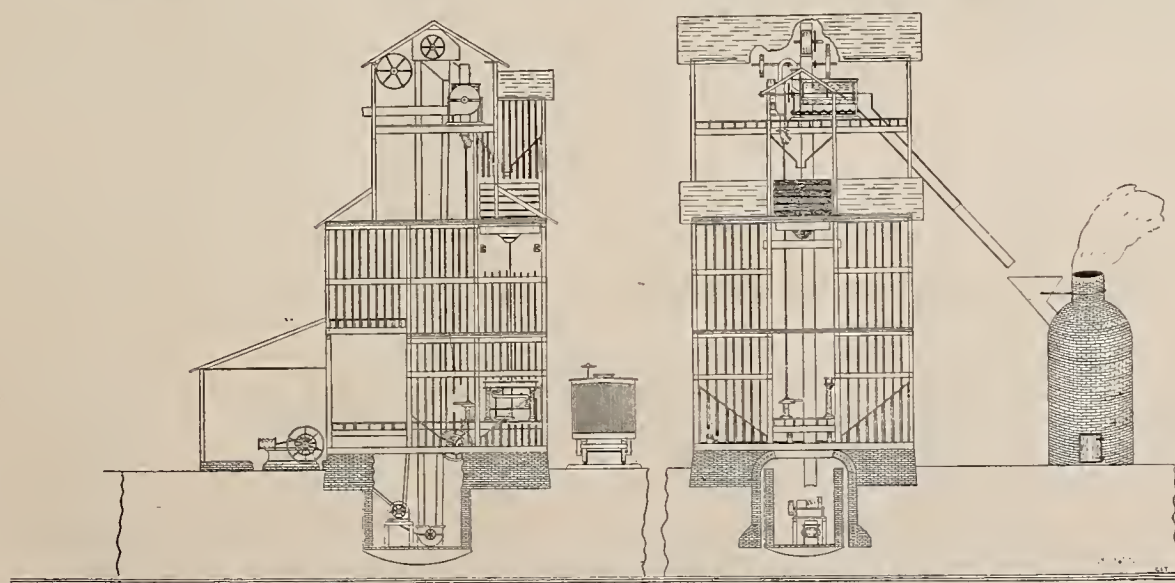
Improved Rope Drives,
Shafting and Pulleys,
Corn and Feed Rolls,
Aspirating Meal Bolts,
Hominy Separators,
Grain Separators.

SPECIAL PRICES UPON APPLICATION.

WE BUILD

The best arranged country elevator for the convenient handling of grain. We employ experts who have made a study of the different strains to which an elevator is subjected, and we build elevators which will stand every strain required of them in the regular course of business.

WE HAVE BUILT more small elevators in Illinois than all other builders combined. Why? Because our work talks for itself. We have had years of experience and know how to arrange a small elevator for shelling and handling corn so as to utilize all the space to advantage and to reduce the power and labor required to operate it to a minimum. Do not build a small elevator without consulting us. We can save you money not only on first cost, but also in cost of operation and maintenance.



Corn Handling Elevator erected for Edwin Beggs at Pleasant Plains, Ill.

OUR WORKS ARE HEADQUARTERS for all kinds of grain elevator machinery and supplies. We sell the best and the latest improved machines and supply parts on short notice. The Western Warehouse and Portable Shellers have no superiors. Belts, pulleys and all kinds of supplies.

OUR WESTERN CORN SHELLER is acknowledged by competitors to be the best in the market. It has large capacity, is simple in construction, easily adjusted to corn in different conditions and does not break or cut the corn.

OUR WESTERN CORN CLEANER is simple in construction, durable, requires no attention and does perfect work.

UNION IRON WORKS, DECATUR, ILL.

JAMES STEWART & CO.,

ENGINEERS AND CONTRACTORS FOR

GRAIN ELEVATORS,

RAILROAD WORK AND HEAVY STRUCTURES,
ST. LOUIS AND BUFFALO.

CONSTRUCTION DEPARTMENT—WORK IN 1895.

GRAIN ELEVATORS:

500,000-bushel Elevator, with Marine Leg and Conveyor House 940 feet long, for the New Orleans & Western R. R. Co., Port Chalmette, La.
200,000-bushel Elevator for the Geo. P. Plant Milling Co., St. Louis, Mo.

RAILROAD BUILDINGS:

Two Freight Warehouses, each 115x625 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.
Eighty Cotton Warehouses, 62x98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.

RIVER AND HARBOR:

Dock and Warehouse, 225x1,500 feet for the New Orleans & Western R. R. Co., Port Chalmette, La.

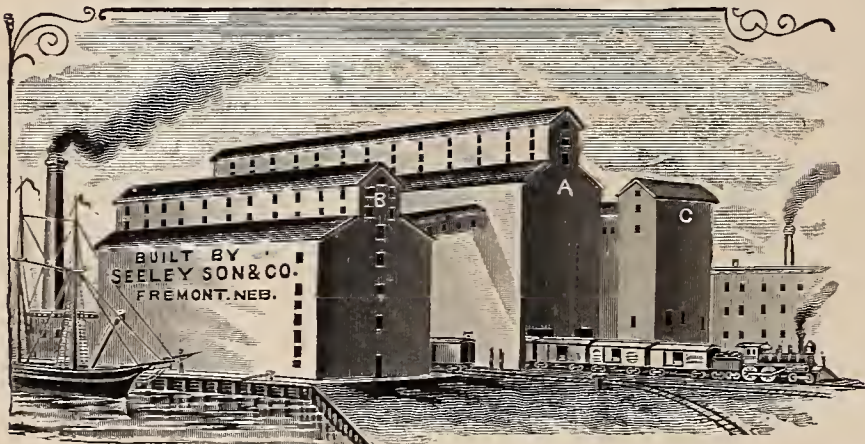
MISCELLANEOUS:

85,000 Spindle Mill, for the Berkshire Cotton Mfg. Co., North Adams, Mass.
15,000 Spindle Mill, for the Home Cotton Mills Co., St. Louis, Mo.
Warehouse for the Bemis Bros. Bag Co., St. Louis, Mo.
10,000-bushel Distillery, the largest in the world, for the Indiana Distilling Co., Terre Haute, Ind.
Two Cotton Warehouses, each 200x250 feet, for the Pelzer Mfg. Co., Pelzer, S. C.
Cattle Barns, capacity 2,500 head, for the Indiana Distilling Co., Terre Haute, Ind.

500,000-bushel Storage Elevator for the Riverside Malting & Elevator Co., Riverside, Cincinnati, O.
150,000-bushel Elevator for the Indiana Distilling Co., Terre Haute, Ind.
Cotton Compress Warehouse, 108x310 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.
Freight Station for the Baltimore & Ohio Southwestern R'y Co., Brighton, Cincinnati, Ohio.
Foundations for the large Train Shed, for the New York Central & Hudson River R. R. Co., at Syracuse, N. Y.
25,000 Spindle Mill, for the Dwight Mfg. Co., Alabama City, Ala.
Four-story Bag Factory, for the Gulf Bag Company, New Orleans, La.
Six-story Office Building, for J. W. Warner, Syracuse, N. Y.
Sugar Mill, 120x650 feet, four stories, for the Gramercy Sugar Mill Co., Gramercy, La.
U. S. Bonded Warehouse, 110x250 feet, for the Indiana Distilling Co., Terre Haute, Ind.
Hogan Warehouse Building, Syracuse, N. Y.

SEELEY, SON & CO.,

Fremont, Neb.



Architects and Builders
OF ALL KINDS OF
GRAIN ELEVATORS.

WM. GRAVER TANK WORKS

MANUFACTURERS AND BUILDERS OF

Steel Storage Tanks
AND
STEEL ELEVATORS.

We Build Storage for Any Commodity
of Any Capacity.

GENERAL OFFICES:

790 OLD COLONY BUILDING, = CHICAGO.



D. A. ROBINSON

Main Office: Auditorium Annex, Chicago.

Construction Office: Great Northern Steamship Docks, Buffalo, N. Y.



Designer and Builder of
GRAIN ELEVATORS, MALT HOUSES
And all Kinds of Heavy Construction.

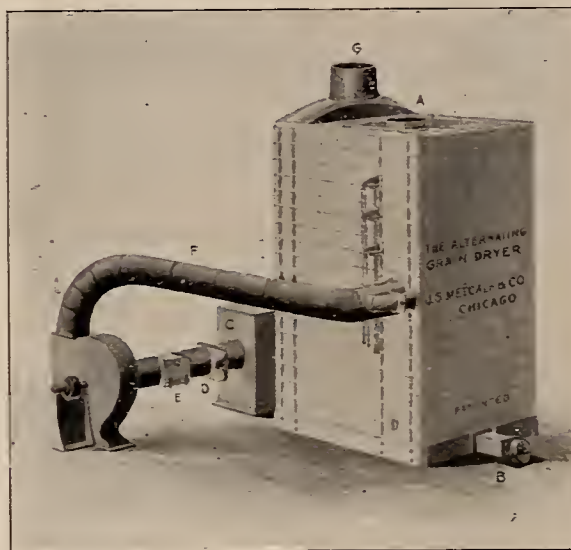
Patent System of Independent
Leg Rope Drive.

Patent Double-Jointed
Distributing Spouts.

Patent Automatic
Grain Belt Tripper

A PERFECT GRAIN DRYER.

Wet or Damaged Grain Restored to Grade.



WRITE FOR DESCRIPTIVE CIRCULAR.

JOHN S. METCALF & CO.,

Engineers,
Grain Elevator Builders,

1075 WEST 15TH STREET, - - CHICAGO.



GEO. M. MOULTON,
President.

THEODORE STARRETT,
Vice-President.

W. C. ENGLER,
Secretary.

J. M. WITHERSPOON,
Superintendent.

MOULTON-STARRETT CO.,

FISHER BUILDING, CHICAGO,

SUCCESSORS TO J. T. MOULTON & SON,

THE PIONEERS IN

GRAIN ELEVATOR CONSTRUCTION.

Architects and Builders of
Frame and Steel Grain Elevators.

THE BARNETT & RECORD COMPANY

DESIGNERS AND BUILDERS OF

Grain Elevators, Mills, Breweries and Malt Houses.

STEEL ELEVATORS A SPECIALTY.

We also contract to build complete all kinds of heavy structures, such as Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.



A Few Elevators Built by Us. Bu. capacity.
Portland El. Co., Portland, Me. 1,000,000
Maple Leaf Elevator, Kansas City, Kan. 1,000,000
Burlington Elevator, St. Louis. 1,300,000
Interstate Elevator Co., Minneapolis. 1,000,000
Northern Grain Co., Manitowoc, Wis. ... 500,000
W. W. Cargill, Green Bay, Wis. 500,000
Vigo Elevator Terre Haute, Ill. 500,000
Belt Line Elevator Co., Superior, Wis. ... 2,500,000
Superior Terminal El. Co., Superior, Wis. 2,500,000
F. H. Peavey & Co., Minneapolis No. 1. 1,750,000
F. H. Peavey & Co., Minneapolis No. 2. 500,000
Atlantic Elevator Co., Minneapolis. 600,000
Empire Elevator Co., Minneapolis No. 1. 600,000
Empire Elevator Co., Minneapolis No. 2. 500,000

THE BARNETT & RECORD CO. has designed and built more than one thousand elevators with capacities varying from 20,000 to 2,500,000 bushels. Also a large number of docks, mills court houses, packing houses, hotels, the Cozad irrigation canal and other like improvements. As a result of this large experience, it has a thorough, first-class organization and equipment, enabling it to submit bids or execute work in the shortest time consistent with thoroughness.

WRITE US FOR ESTIMATES.

604 CORN EXCHANGE, MINNEAPOLIS, MINN.

TROMANHAUSER BROS.,

ARCHITECTS, CONTRACTORS, AND BUILDERS OF

GRAIN ELEVATORS.

COUNTRY, TRANSFER, MIXING, MARINE, AND
TERMINAL STORAGE ELEVATOR PLANTS.

Plans Submitted and Estimates Furnished.

315 New York Life Building, - - MINNEAPOLIS, MINN.

WITH WHICH THIS PUBLICATION IS PRINTED
IS MADE BY THE
THE INK QUEEN CITY PRINTING INK CO.
SOUTH ST. CINCINNATI, O.

Macdonald Engineering Company,

CONTRACTING ENGINEERS,

Designers and Builders of Wood and Steel

GRAIN ELEVATORS

Any Capacity.

1454, 1455 and 1456 Monadnock Block, Chicago, Ill.

The Heidenreich Construction Co.,

ENGINEERS AND GENERAL CONTRACTORS,

Designers and
Builders of

GRAIN ELEVATORS

Steel and Wood Construction,

MALT HOUSES AND BREWERIES,

541 The Rookery,

Chicago, Ill.

Honstain Bros., CONTRACTORS AND BUILDERS OF . . . Grain Elevators.



Estimates furnished on application for Transfer, Mixing and Storage Elevators.

We invite inspection of our designs and solicit correspondence respecting the construction of Grain Elevators. We keep a full line of Mill and Elevator Supplies.

WE REFER TO THE FOLLOWING WORK WHICH WE HAVE DONE:

Nebraska City & Ill. Ele. Co., Chicago,	2,000,000	Interstate Grain Co., Minneapolis,	500,000
Bartlett Frazier Co.,	1,000,000	City Elevator Co.,	400,000
H. Rogers Co., St. Louis.	500,000	Security Grain Co.,	400,000
P. H. Peavey & Co., Minneapolis,	1,000,000	Royal Milling Co., Great Falls, Mont.,	100,000
S. S. Linton & Co.,	650,000	Jennison Bros., Janesville, Minn.,	100,000
S. S. Linton & Co.,	450,000	400 Country Elevators, from	10,000 to 50,000

313 Third Street South, - Minneapolis, Minn.



WHEN YOU WANT
Elevator or Mill
Supplies,

Cleaning Machines,
Feed Mills,
Corn Shellers,
Engines and Boilers,
Gasoline Engines,
Horse Powers,

WRITE TO

GREAT WESTERN MANUFACTURING CO.

General Office and Factory, LEAVENWORTH, KAN.

Warehouse and Salesrooms, 1221-1223 Union Ave., KANSAS CITY, MO.

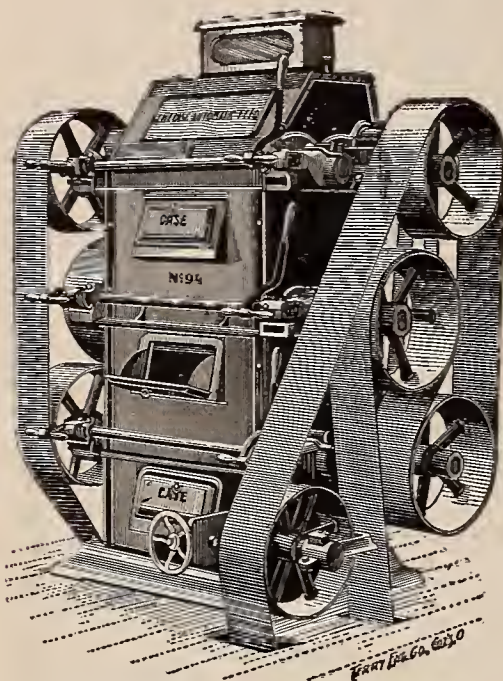
SEND FOR OUR ILLUSTRATED CATALOGUE.

Elevator Men,

Who put in a ROLLER FEED MILL last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



ONTARIO, IND., April 8, 1895.

The Case Manufacturing Co.,
Columbus, Ohio.

DEAR SIR:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K. Yours respectfully,
M. S. MILLER.

We Keep a Full Line of
ELEVATOR AND MILL SUPPLIES
AND MACHINERY.

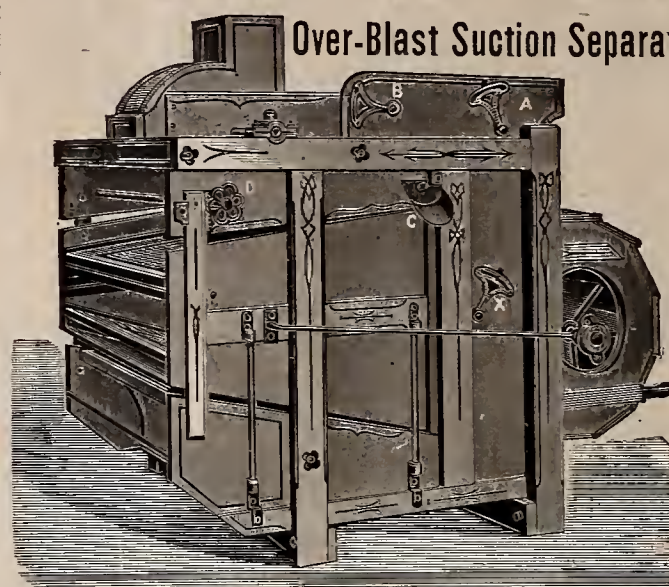
Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

CORN MEAL BOLTS.

WRITE US FOR PRICES BEFORE BUYING.

THE CASE MFG. CO., COLUMBUS, OHIO.

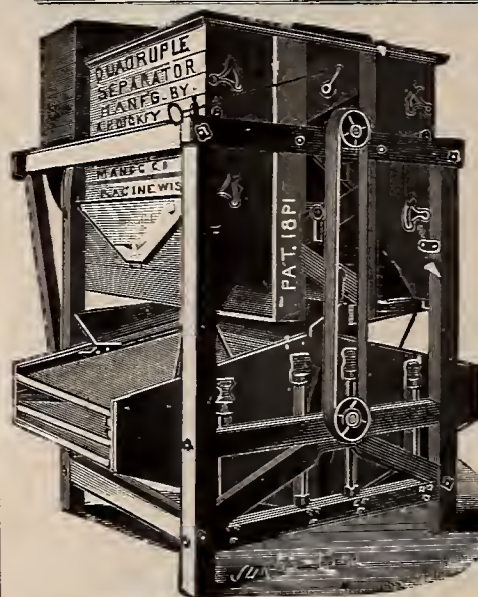
THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



THE
STANDARD
IN THEIR
LINE.

“Grain
Cleaned
to a
Standstill.”

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suctions, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

For CIRCULARS and PRICES address

A. P. Dickey Mfg. Co.
RACINE, WIS.

THE CONTINENTAL HOTEL

IS THE ONLY FIRST CLASS HOTEL IN THE IMMEDIATE BUSINESS AND AMUSEMENT CENTER OF THE CITY CONDUCTED ON THE

AMERICAN PLAN AT \$2.00 PER DAY
STEAM HEAT, PASSENGER ELEVATOR
AND OTHER MODERN CONVENIENCES.

TABLE AND SERVICE THE BEST
ROOMS NEWLY AND NEATLY FURNISHED. THE NEXT TIME YOU ARE IN CHICAGO TRY
THE CONTINENTAL, YOU WILL FIND IT HOMELIKE AND COMFORTABLE.

CHAS. O. BLOOM

PROPRIETOR



WABASH AVENUE AND MADISON STREET.

CHICAGO, ILL.

THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

Now in Successful Operation
at Toledo, Ohio.

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

The Smith Pneumatic Transfer & Storage Co.,
1327 Manhattan Building,
315 DEARBORN ST., CHICAGO.

SEEDS

THE ALBERT DICKINSON CO

Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass,
Lawn Grass, Orchard Grass, Bird Seeds, Ensilage Corn,
Pop Corn, Buckwheat, Field Peas, etc.

OFFICES, COR. CLARK & SIXTEENTH STS., CHICAGO, ILL.

Look for This Space Next Issue.

WE MANUFACTURE A FULL LINE OF

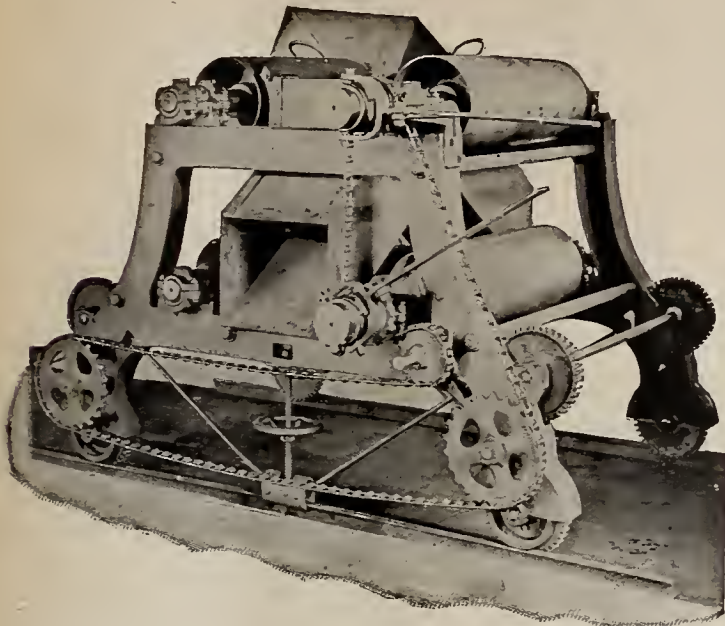
GRAIN ELEVATOR MACHINERY AND APPLIANCES.

We furnished the machinery for the P. R. R. elevator, illustrated in the issue of this paper for February 15. We have also equipped the largest and most up-to-date elevators which have been built during the past season.

DODGE MANUFACTURING CO.

Works and Main Office: Mishawaka, Ind.

BRANCH HOUSES: NEW YORK, BOSTON, CHICAGO.



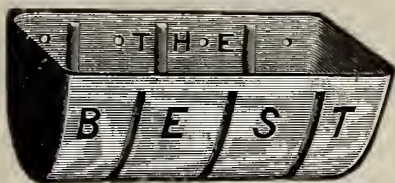
Conveying, Elevating and Power-Transmitting Machinery H. W. CALDWELL & SON CO.

SPECIALTIES FOR MILLS AND GRAIN
ELEVATORS.

GENERAL MACHINISTS,
127, 129, 131, 133 West Washington St.
CHICAGO.

CALDWELL
STEEL CONVEYOR.

Manufactured exclusively by us at Chicago, with latest improvements.



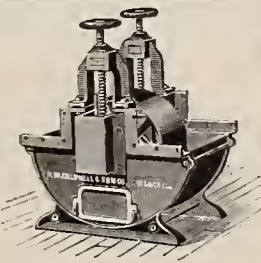
CALDWELL CORRUGATED SEAMLESS
STEEL ELEVATOR BUCKETS.

LINK BELTING.
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

FRICTION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COGSWELL MILLS.
HANGERS.
PERFORATED METALS.

PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator
Boot.



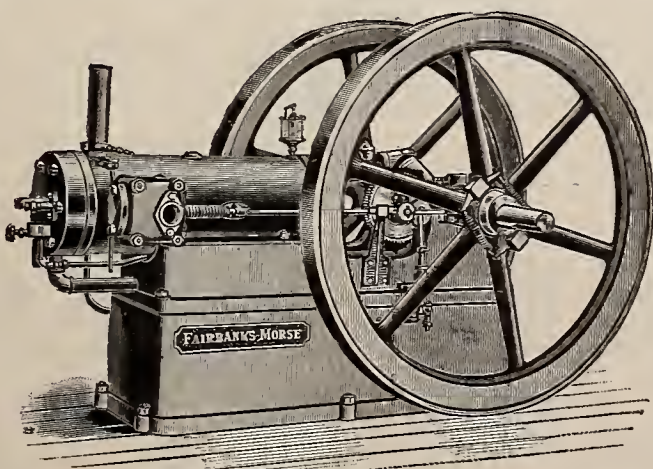
FAIRBANKS-MORSE Gasoline Engines

... ARE LIKE ...

FAIRBANKS SCALES,
Standard,
Durable,
Reliable.

Thousands of the Scales and hundreds of the
Engines are used by the GRAIN TRADE.

FAIRBANKS, MORSE & CO., CHICAGO.



St. Louis, Minneapolis, Cincinnati, Cleveland, Kansas City, Indianapolis, Louisville, Omaha,
Portland, Ore., St. Paul, Denver, San Francisco, Los Angeles.

Send for Special Catalogue "G" showing plans for placing Engines in Elevators, Flour and Feed Mills, etc.

JEFFREY

Roller, Steel and Special Chains
— FOR —
**ELEVATING
AND CONVEYING
MACHINERY**
FOR HANDLING MATERIAL OF ALL KINDS.
**POWER TRANSMISSION
MACHINERY.**
COAL MINING MACHINERY.
Wire Cable
Conveyors.
For long and
short distance
conveying.

THE JEFFREY MFG. CO. 163 Washington St.
Columbus, Ohio. NEW YORK.
Send for Catalogue.

THE "OTTO" CASOLINE ENGINES.

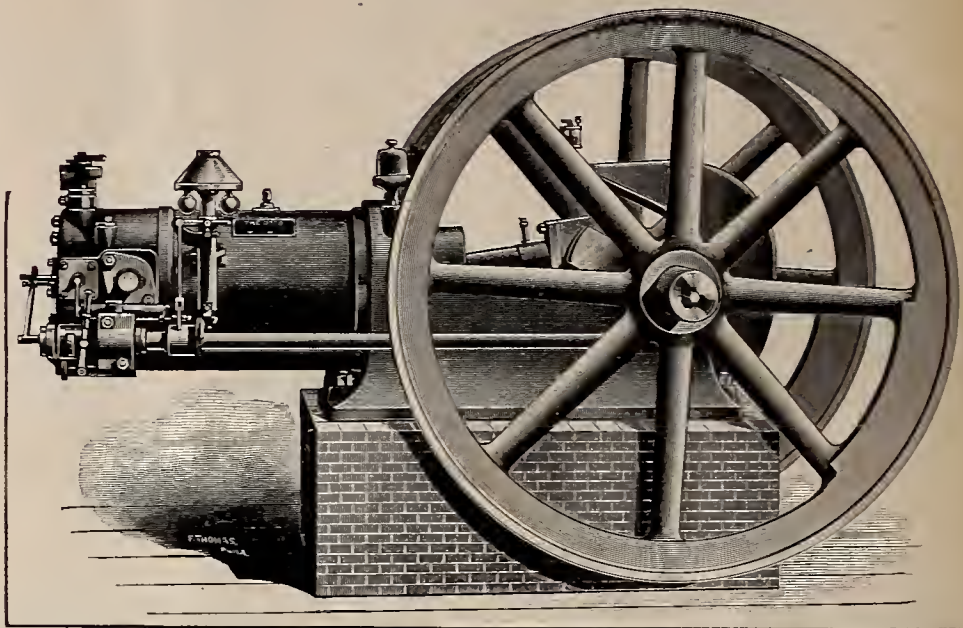
STATIONARY, PORTABLE AND MARINE.

○○○○○○○○

SIMPLEST IN CONSTRUCTION,
SAFEST AND EASIEST TO OPERATE,
SUREST TO GIVE SATISFACTION.

50,000 OTTO'S IN USE.

OFFICES: { 245 Lake Street, CHICAGO.
321 S. 15th Street, OMAHA.
212 Nicollet Avenue, MINNEAPOLIS.
35 E. Ohio Street, INDIANAPOLIS.



Factory: THE OTTO GAS ENGINE WORKS, PHILADELPHIA.

\$2.00 \$2.50 \$1.00



PUBLISHED THE FIRST DAY OF EVERY MONTH.

ESTABLISHED IN 1873.

The Best Exponent of Modern Milling.

SUBSCRIPTION PRICE,

\$2.00 PER YEAR.

Each number is worth the cost of an entire year's subscription to every man in the trade.

SEND FOR SAMPLE COPY.

ADDRESS

— FOR —

BOTH
FOR ONE YEAR.

You can get such value nowhere else for your money. Many readers want a paper that comes twice a month. THE AMERICAN MILLER and THE ELEVATOR are offered at less than such a paper could be given for. You need them both in your business.

\$2.50

Two Papers a Month.



PUBLISHED THE FIFTEENTH OF EVERY MONTH.

ESTABLISHED IN 1882.

Subscription Price, Only \$1.00 Per Year.

Each Number Contains 44 Pages of Valuable Matter.

THE AMERICAN ELEVATOR AND GRAIN TRADE is the only paper of its class in the field.

Mitchell Bros. Co.

PUBLISHERS,

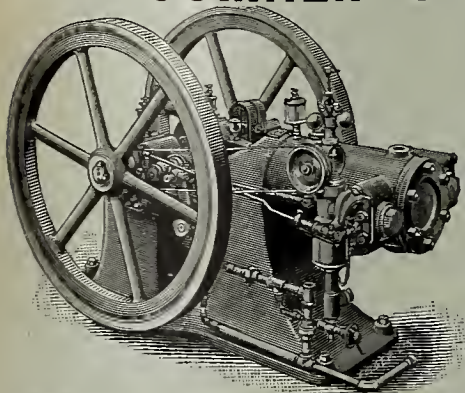
184 & 186 Dearborn St., CHICAGO, ILL.

AMERICAN ELEVATOR AND GRAIN TRADE.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
MAIN & MARKET SAINT LOUIS.

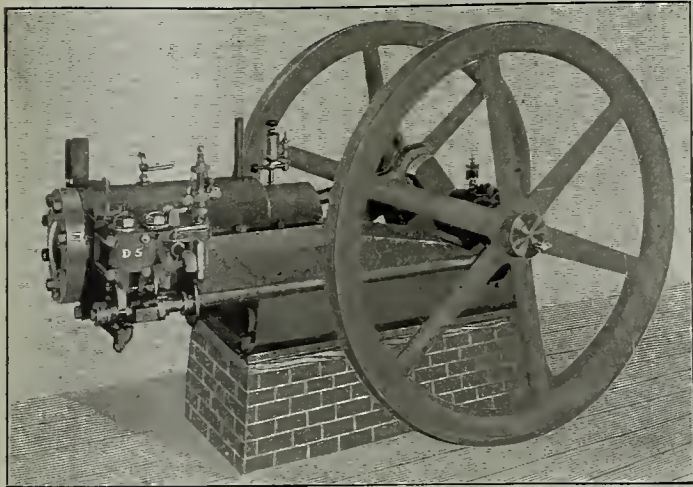
THE SUMNER GAS AND GASOLINE ENGINES.



The NEW IMPROVED SUMNER ENGINE is up to date in every respect. It is not excelled in any particular by any engine on the market. In several important points it leads all others. One of the most important of all is its Electro Magnet for the Explosion of Gas. Satisfaction guaranteed and each Engine warranted. Get our prices and we will get your business. Correspondence solicited.

THE F. M. WATKINS CO.,
MANUFACTURERS,
S. E. Cor. Baymiller and Sixth Sts.,
CINCINNATI, O.

"NEW ERA" GASOLINE ENGINE.



Easy to Start.
Easy to Operate.
Vertical Poppet Valves.
Electric or Tube Igniter.
Any working part removed for cleaning or repairing without disturbing other parts.
Heavy and substantial. First class throughout.
Thoroughly Guaranteed.

Sizes 10 to 60 H. P.

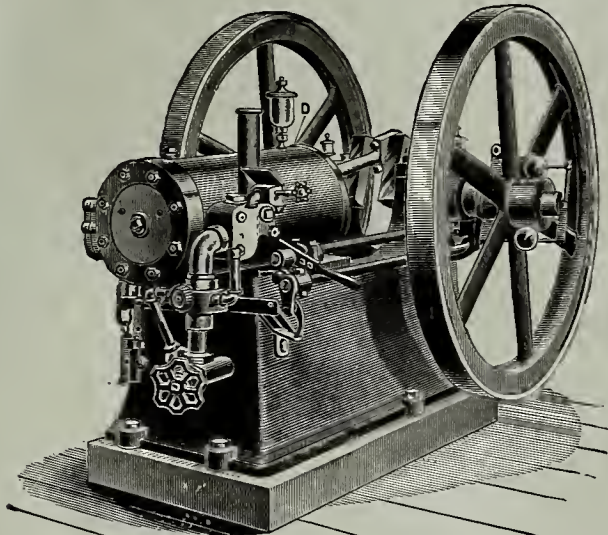
For Catalogue and Prices address

NEW ERA IRON WORKS, 30 WAYNE AVE., DAYTON, OHIO.

THE LATEST WEBSTER HORIZONTAL ENGINE

GAS

GASOLINE

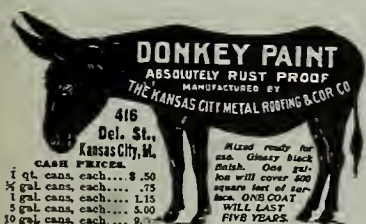


WEBSTER MANUFACTURING COMPANY,

SOLE MAKERS,

1077 WEST 15TH ST., CHICAGO.

Write for handsome new catalogue.



416
Del. St.,
Kansas City, Mo.

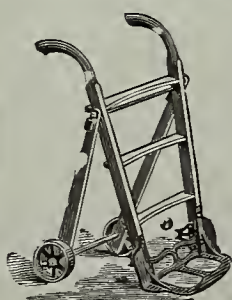
Mixed ready for use. Glossy black finish. One gal. will cover 400 square feet of surface. ONE COAT WILL LAST FIVE YEARS.

Also Roofing, Steel and Iron, all Styles.

Ark Brand and Rubberoid Prepared
Roofing, Building Paper, Etc.

HIGH GRADE GOODS ARE OUR SPECIALTY. **PEERLESS MFG. CO., Springfield, Ohio.**

Trucks and Sack Holders.



Improved Trucks

Combination Truck and Step-Ladder, and Single Trucks, Sack Holders and Stand.
Best Boiler Compound recipe, the right to manufacture and use, with instructions. Price.....\$1.00
Combination Truck and Step-Ladder and Single Truck for...\$3.00
Prices for larger number given. Write for prices and circulars. Circulars free.

Hicks Improved Gas and Gasoline Engines.

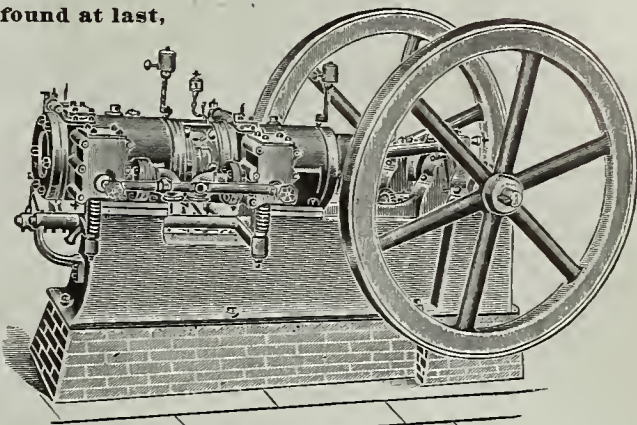
The long-sought-for found at last,
AN IMPULSE WITH EVERY
TURN OF THE CRANK,

Thereby doubling the power of the engine and insuring a perfect steady motion, adapted to all kinds of work, especially where steady and reliable power is required, such as electric light and mill work. Every engine guaranteed to work as represented, and to be the best of its kind on the market.

Send for catalogue and prices to the

FRONTIER IRON WORKS

(Sole Manufacturers),
Detroit Gas Engine Co.,
DETROIT, MICH.



DAVIS GASOLINE ENGINE

GET OUR PRICES.

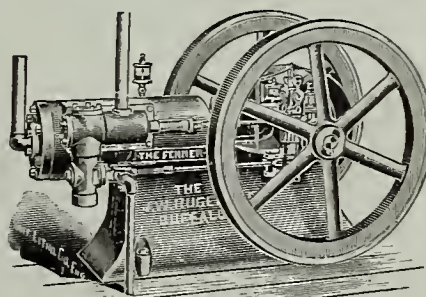
Pronounced by experts the most scientific in principle. Hundreds of testimonials. Easily operated by any unskilled person; a steady, even power; gasoline direct from the tank.

HARTLEY, IOWA, Feb. 10, 1896.

TO WHOM IT MAY CONCERN:
This is to certify that I have bought one of the 10-horse Davis Gasoline Engines, manufactured at Waterloo, Ia., and I most cheerfully state that I consider it the best gasoline engine I ever saw, being easily started, and it develops the full power rated at. I wore out a gasoline engine, and therefore know something about gas engines, and I would not give one of these engines for two of any make I know. I cheerfully recommend it to anyone needing a gasoline engine. I also consider it cheaper and safer than steam, being much simpler and always ready for use.

Yours respectfully, I. N. DRAKE.

DAVIS GASOLINE ENGINE CO., - Waterloo, Iowa.



5 H. P.

The New 1897 Gas and Gasoline Engines

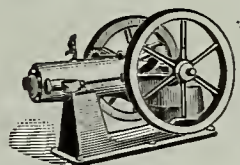
As turned out by us are as near perfection as has yet been attained. They are extremely simple and most effective.

THE FIRE RISK is minimized in elevators and flour mills when these engines are used. Always ready to start for a long or short run. Write us for proposition, stating size required and whether for gas or gasoline.

Our new catalogue is just out of press and we will be pleased to send you copy.

Mention American Elevator and Grain Trade.

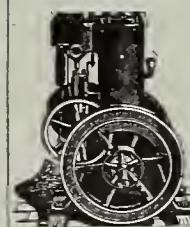
The J. W. Ruger Mfg. Co., 214-222 Chicago Street, Buffalo, N. Y.



GASOLINE ENGINES

Are the best and cheapest power for Elevators, Conveyors, Feed Mills, Corn Shellers, Etc. Catalogue Free.

The Van Duzen Gasoline Engine Co., CINCINNATI, OHIO.



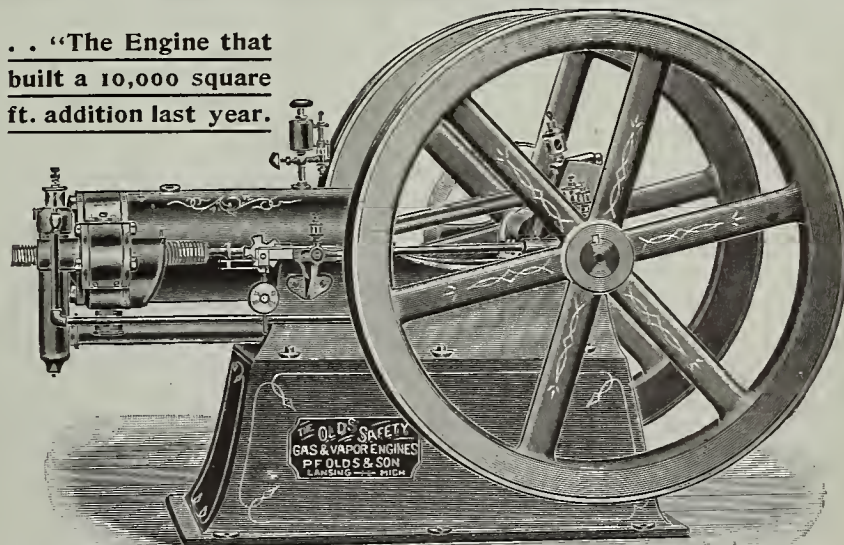
Prouty Electro-Gasoline Engine.

Has no equal for Shops, Factories, Dynamoes, Hoisting, Pumping, Mills, Boats, Printing Offices, Traction, Road Wagons.

Built in sizes from 2 to 50 Horse Power.

THE PROUTY CO., 334 Dearborn St., Chicago, Ill.

... "The Engine that built a 10,000 square ft. addition last year."



OLDS Gas and Gasoline ENGINE

The only engine free from cams, gears, rock arms, levers and complications. Perfect mixture. Positive action. Our catalogue gives particulars.

P. F. OLDS & SON,

The Gasoline Engine Builders,

Box 423, LANSING, MICH.

AMERICAN ELEVATOR AND GRAIN TRADE.



ELEVATING AND CONVEYING APPLIANCES.



Webster Spiral Conveyor,
Elevator Buckets,
Elevator Boots,
Belt Conveyors,
Friction Clutches.

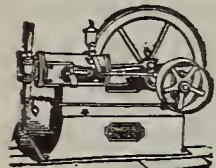


Power Grain Shovels,
Car Loading Spouts,
Rope Drives,
Gas Engines,
Chain-Belting.

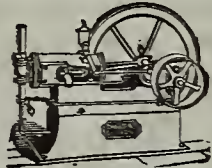


WEBSTER MFG. CO.

OFFICE AND WORKS: 1075-1097 WEST 15th ST., CHICAGO.



EXPERIENCE



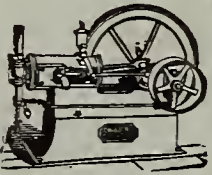
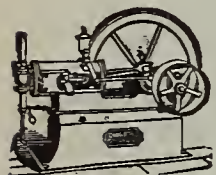
Pay \$(x)—You have a “**CHARTER**”—the result of the longest experience in building gasoline engines in the U. S.

Pay less than \$(x)—You have experiment at your expense—inferiority—for WE have the **FOUNDATION GASOLINE ENGINE PATENTS.**

Catalogue, Testimonials and a Letter by addressing

Charter Gas Engine Co.,

400 Locust Street, STERLING, ILL.



WAGON, HOPPER, PORTABLE AND DUMP SCALES.

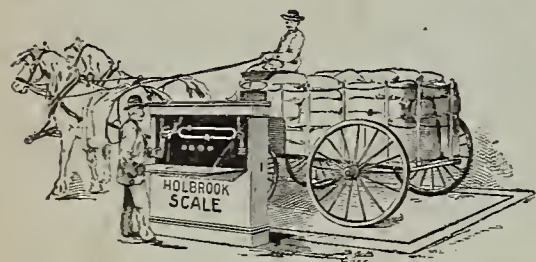
Elevator Machinery of Every Description.

WESTERN AGENTS FOR THE

Charter Gasoline Engines.

Write for prices. Address

C. D. Holbrook & Co.,
305 3d St. So., Minneapolis, Minn.



NEVER A PEER



The **Salem Bucket** has had imitators, but never an equal. The most ever claimed by competing buckets is that they “are as good as the Salem.” We fixed the standard to which others aspired, but the Salem is now, as it always has been, incomparably the

BEST BUCKET MADE.

The **BEST** is what you want. It is the cheapest and most satisfactory in the end. Besides, the Salem is sold as low as other buckets.

ALL KINDS OF SHEET AND PLATE METAL WORK.

THE W. J. CLARK CO., Salem, Ohio, U. S. A.



WELLER CONVEYOR.

Elevator Buckets,
Elevator Boots,
Power Grain Shovels,
Trippers,
Car Pullers,
Loading Spouts,
Belting, Etc., Etc.

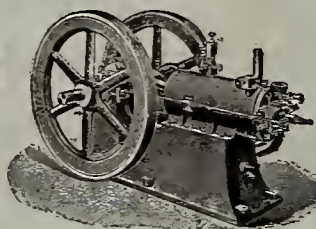


Pulleys,
Rope Sheaves,
Shafting,
Hangers,
Clutches,
Sprocket Wheels,
Link Belting, Etc., Etc.

WRITE FOR GENERAL CATALOGUE NO. 12.

Estimates given on Complete Grain Elevator Equipments.

WELLER MFG. CO. Office: 118 and 120 North Avenue, Chicago.



Chicago Gas and Gasoline ENGINE

Offers great attractions for elevator men and large grain shippers. It has no equal for even speed and durability. Built stationary or portable in from 2 to 50 horse power. Is the simplest power on the market and costs but little to run it. **Adwarf in size, a Samson in strength.** It can be used for furnishing power for any purpose required and is specially adapted for making electric light in private enterprises. The latest great invention of this progressive age. Send for catalogue.

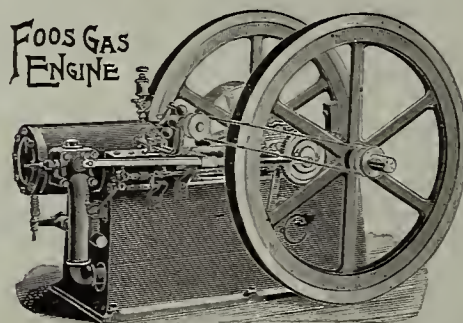
J. J. NORMAN CO., Mfrs., 62 S. Clinton St., CHICAGO.

MANUFACTURERS OF ALL KINDS OF BAGS

GRAIN BAGS

AND BAGS FOR MILLERS USE A SPECIALTY.
MILWAUKEE BAG CO. MILWAUKEE, WISCONSIN.

THE NEW FOOS GAS and GASOLINE ENGINE.



We can furnish Engines from 2 to 100 horse power, that are reliable and economical. Cost of operating Gasoline Engines, one cent per horse power per hour.

We furnish free with every engine an Electric Battery to explode the gas, that will last four months without any attention, then it can be renewed and will last four months more and so on for all time.

We do not use a red hot tube to explode the gas, that has to be replaced with a new one almost daily.

THE FOOS GAS ENGINE CO., SPRINGFIELD, OHIO.

A COMPLETE LINE of

Machinery and Supplies for Grain Elevators is shown in our 1897 Catalogue.

Engines, Boilers, Pumps, Horse Powers, Shafting, Hangers, Pulleys, Gearing, Sprocket Wheels, Link Belting, Manila Rope Sheaves, Boots, Elevator Heads, Hopper Bottoms, Bin Bottoms, Scales, Conveyors, Grinding Mills, Cob Crushers, Corn Shellers, Corn Cleaners, Perforated Metals, Elevator Buckets, Belting, Hose, Packing, Wire Rope, Trucks, Car Movers, Tanks, Iron Pipe, Pipe Fittings, Valves, Gauges, Whistles, Injectors, Engineers' Tools, Lubricators, Asbestos Goods, Iron Roofing.

Our prices are low consistent with first-class goods. Catalogue free.

W. W. Stephens & Co., 133 & 135 S. Clinton St., Chicago, Ill.